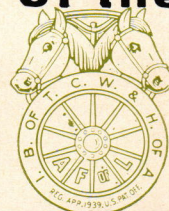


THE INTERNATIONAL Teamster

SEPTEMBER 1953



STATE
of the



UNION

**Teamsters' Steady Advance
Demonstrated in
President Beck's Report**

(See Page 2)

● = LOCATION OF JOINT COUNCILS

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, September, 1903)

September, 1903, was a month of transition for American teamsters. The International Brotherhood of Teamsters, as a single, international entity, was only a few weeks old, and team drivers all over America now faced the combined organizing efforts of two major teamster organizations—formed into one international union, affiliated with the American Federation of Labor.

For years, there had been two national teamster labor organizations—The Teamsters' National Union of America, (which we recognize today as the ancestor of our present international union and which was affiliated with the A. F. of L., and the Team Drivers' International Union, an independent organization. In many large cities of the country the two organizations were engaged in bitter organizing disputes. Strikes and boycotts brought trouble to both organizations.



Samuel Gompers and other leaders of the American Federation of Labor called for an end to the controversy and urged the two rival organizations to amalgamate. A commission was appointed by the A. F. of L. to bring about a peaceful amalgamation of the two unions, and it was decided that representatives of both unions should meet in joint convention at Niagara Falls, N. Y., August 3, 1903.

Both unions went into the August meeting, hoping for the best, and an amalgamation was achieved.

Cornelius P. Shea, a member of the former Team Drivers' International Union, became general president of the International Brotherhood of Teamsters. E. L. Turley, who was National Secretary-Treasurer of the Teamsters' National

Union, became general secretary-treasurer of the International Brotherhood. These two general officers of the new brotherhood, working side by side, displayed a new harmony among Teamsters of North America.

SLATE OF OFFICERS

They were backed by a full slate of new officers for the International Brotherhood, taken from leaders of both former organizations.

Albert Young, who was an energetic organizer for the Teamsters' National Union, became an able organizer assistant to General President Shea.

Both unions had official publications, and these, too, were amalgamated. The Team Drivers' Journal and the Teamsters' National Journal combined to form the Magazine of the International Brotherhood of Teamsters, and Volume 1, Number 1 was set for November issue. James J. Dwyer, who had edited the National Teamsters' publication, became editor of the new magazine. Editorial offices were moved from Chicago to Indianapolis, Indiana.

An emblem for the new organization, incorporating the horseshoe and horse's head of the former Teamsters' National Union emblem with the wagon wheel of the Team Drivers, was designed and placed on the cover of the new magazine. A design showing the flags of the United States and Canada was prepared for it, and to one side of the cover appeared: "Affiliated with the American Federation of Labor" and on the other: "United to protect, not combined to injure."

The General Executive Board of the International Brotherhood consisted of the following leaders of the two former organizations: General President Shea, General Secretary-Treasurer Turley, General Organizer Albert Young, Traveling Auditor N. W. Evans, First Vice President Edward Gould, Second Vice President M. J. Dwyer, Third Vice President J. B. Fitzpatrick, Fourth Vice President Samuel Johnson, Fifth Vice President H. K. Sullivan, Sixth Vice President Charles Robb, Seventh Vice President J. H. Warner, and Corresponding Secretary William Rowbetham.

The many locals of Teamsters all over the country greeted the new Brotherhood

with hope and resolution. Although it would be many months before old antagonisms would be buried, the new officers were greeted with warmth wherever they went.

Vice President Gould introduced General President Shea to the Joint Council of New York City, and "the ovation accorded him was one which might make any man proud," reported the JOURNAL editor.

After informing those assembled of the conditions existing among Teamsters of the West, General President Shea urged the members to keep in close affiliation with all echelons of the new Brotherhood and to launch a determined organizing program.

"Give us the members and we will give you better wages and better hours," he told the group.



He pointed out that the Teamsters were considered the one craft holding the key to the whole trade union movement in the nation and predicted that the Brotherhood would become the largest labor organization of all.

International Headquarters at this time was at 147 East Market Street in Indianapolis. The General Executive Board planned to hold its sessions at that address.

There were approximately 800 local unions in the International Brotherhood, and the amalgamation caused a tremendous amount of administrative problems which kept the General Office busy.

GENERAL EXECUTIVE BOARD

DAVE BECK
General President
552 Denny Way,
Seattle, Wash.

JOHN F. ENGLISH
General Secretary-Treasurer
100 Indiana Ave., N. W.,
Washington 1, D. C.

D. J. MURPHY
First Vice President
4141 Forest Park Blvd.,
St. Louis, Mo.

JOHN J. CONLIN
Second Vice President
69 Jefferson St.,
Hoboken, N. J.

EDWARD CRUMBOCK
Third Vice President
105 Spring Garden St.,
Philadelphia, Pa.

SIDNEY L. BRENNAN
Fourth Vice President
706 First Ave., N.,
Minneapolis, Minn.

JOHN T. O'BRIEN
Fifth Vice President
4217 S. Halsted St.,
Chicago, Ill.

FRANK BREWSTER
Sixth Vice President
552 Denny Way,
Seattle, Wash.

THOMAS L. HICKEY
Seventh Vice President
325 Spring St.,
New York, N. Y.

WILLIAM A. LEE
Eighth Vice President
133 S. Ashland Blvd.,
Chicago, Ill.

JOSEPH J. DIVINY
Ninth Vice President
25 Taylor St.,
San Francisco, Calif.

JAMES R. HOFFA
Tenth Vice President
2741 Trumbul Ave.,
Detroit, Mich.

EINAR MOHN
Eleventh Vice President
100 Indiana Ave., N. W.,
Washington 1, D. C.

TRUSTEES

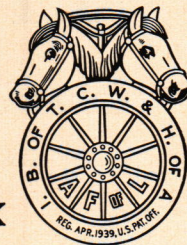
JOHN ROHRICH
2070 E. 22nd St.,
Cleveland, Ohio

PAUL D. JONES
846 S. Union Ave.,
Los Angeles, Calif.

JOHN BACKHUS
1033 W. Girard Ave.,
Philadelphia, Pa.

DANIEL J. TOBIN
General President Emeritus
100 Indiana Ave., N. W.,
Washington 1, D. C.

THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
America, 100 Indiana Ave., N. W., Washington 1, D. C.

VOL. 50

SEPTEMBER, 1953

NO. 9

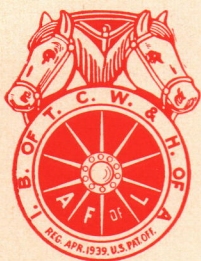
CONTENTS

General President's Progress Report.....	2
Joint Council 40	6
Teamsters 50-Year Growth Spectacular.....	12
Trip Leasing Rules 'Up in Air'.....	15
Mail-by-Truck Survey Under Way.....	17
Editorials	18
Eastern States Conference Call.....	19
Congress Leaves Much Undone.....	20
California Cannery Strike Is Settled.....	23
Nation to Mark 'Truck Week'.....	25
Teamster Topics	28

This month's cover offers a graphic description of the International Union's physical structure by national conferences and joint councils. Further study may include North and South Carolina and other states in the Eastern States Conference, which will be organized October 19-20 at Washington, D. C.



POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Progress Report No. 2

General President Dave Beck Presents Second Statement on Organization Advances

IN MARCH of this year, three months after assuming the office of General President, I addressed to the attention of our Vice Presidents and local unions a resume of progress and reported to you we were surveying the United States and Canada looking toward the development of a permanent organization administered from our national office in Washington, D. C.

In concert with this analysis, we have developed a future pattern of organizing procedure and evaluated our personnel and determined our program. This has resulted in discontinuing the employment of several organizers, transfer of other personnel employed in specialty fields, transfer also to other areas of some organizers and intensified cooperative functioning relationship among the joint councils, local unions, conference and trade divisions.

Vice Presidents Assigned

In a large measure this has been done and will continue by assignment of the several Vice Presidents to the supervision of their adjacent areas and their directing of organizing procedure and supervising of administrative problems with organizers and other national personnel under their direction. We have not been able to assign all Vice Presidents under this procedure but throughout the 11 Western States, Alaska and British Columbia it is functioning completely.

Organizers on Job

The Central States in the main and through the South and around Chicago, Milwaukee, Pittsburgh and vicinity, territory has been allotted to Vice Presidents. Organizers have been instructed to carry out their assignments and clear their activities through their Vice Presidents' offices. With each passing day the effect of this directive is clarifying the pattern needed and definite authority and objective action are being developed. Continual study is going on as it pertains to organizing in every area. In my March

report I outlined the transfer of Organizer Henry Burger to headquarters in Milwaukee and the directorship of organizing in that area and Chicago to Vice Presidents John T. O'Brien and William Lee. They have been delayed temporarily by the dispute within the milk industry in Chicago, but the general organizing plan will now be carried out.

In the field of membership we have and are continuing to show steady progress. We are now averaging well over 1,000,000 members monthly and I report to you only on actual per capita tax paid into the International Union.

Value of Truck Check

One of the assets in our continuing organization drive and membership activity is the annual National Truck Check. We inaugurated this program several years ago and with each year we are improving our techniques and procedures. Reports from all parts of the country indicate that the Fifth Annual Truck Check which took place June 15-19 was the most successful yet. This year we enlisted additional public information and public relations attributes to the Truck Check and we found that our joint councils and local unions were able to make good use of such material as newspaper advertising, radio discs and other items which helped make the public conscious of our safety efforts through the Truck Check.

New Building Progresses

The work on our new national headquarters building in Washington, D. C., is progressing satisfactorily and we are now seeking additional temporary office space for the expansion of our trade divisions, legislative, public relations, statistical and economic research operations. The National Warehouse and the Cannery Divisions are now functioning in Washington. Soon we will have the Over-the-Road, Bakery, Miscellaneous, Building Materials and Construction Drivers and Automotive Trades Divisions functioning in offices in Washington.

We have not yet established our national legislative office nor selected its administrator. We have, in fact, delayed this pending opportunity to study the intent and future program of the present national administration. We are deeply disappointed in the administration's vision and action as they pertain to the Interstate Commerce Commission. We will never lose sight of our objective to get a commission not dominated by railroad influence and one that is not indifferent toward and is not ignorant of trucking problems and trucking welfare. We are learning that expressions of desire to be friendly enunciated even at the highest level can be of no value when politicians play politics. The experience we are getting will go a long way in defining our legislative and publicity structure and our future affiliations and activities in these fields.

Centralization of Locals

I have long advocated that in our major industrial centers we develop centralization of our local unions under one roof with resultant benefit to all of our people. I am glad to report to you the unanimous concurrence of the General Executive Board that monies be made available through loans to local and joint council building committees to effectuate such a progressive program.

Studies are being made by the office of the General Secretary-Treasurer looking toward adoption of a mechanized bookkeeping system. Locals are informed that such a system as finally selected will be standardized and will undoubtedly be purchased through the national office. Financial assistance procedure to aid locals in purchasing is being studied and locals are not to install or purchase any mechanical system until the study is completed.

Successful Board Meetings

We have held a series of productive meetings during recent weeks involving both national and regional groups. The General Executive Board recently adjourned a very constructive session in Seattle, Wash., where it approved policy recommendations for the next several months. The Board authorized the General President to enter into contracts providing for welfare benefits for International Union employees. Every Vice President analyzed the present and future problems of his district and discussed organizing activity of the future in his area.

At Seattle the Western Conference of Teamsters held its seventeenth annual meeting under its new president, Frank W. Brewster. This was one of the most successful meetings the Western Conference ever held and was fully reported in last month's issue of *THE INTERNATIONAL TEAMSTER*.

Since my last report to you we have issued a charter

to the Central States Conference of Teamsters, the details of which have been fully reported in our magazine (June issue). I can report to you that the Central States Conference is establishing functioning trade divisions structure and officers and will be in full momentum within the next few months.

We will launch the Eastern-Atlantic Conference of Teamsters in September or early October and I ask your Eastern secretaries, business agents, and Board members to study the report of the Central Conference and the Western Conference as carried in the *International* magazine as a guide to their future work.

In order to give recognition to various areas and the work being done in those sections we have adopted a policy of featuring a joint council in a picture and text story each month in *THE INTERNATIONAL TEAMSTER*. We ask the cooperation of your joint council in depicting your council operation. I would be interested in your comments on this feature in your magazine. Please do not hesitate to communicate with me if you have any ideas that in your judgment will improve our magazine.

Attention on Canada

In our overall organizing program we have been giving attention to the Canadian situation. Preliminary analysis of our situation has been made. Conferences have been held with top officials of the Canadian Trades and Labor Congress. Frank Tobin, formerly associated in Washington with problems related to the Interstate Commerce Commission in trucking regulation, has made a preliminary study of organizing in Eastern Canada and has been assigned to headquarters in Montreal for the next three or four years. We will select directive personnel, also from Canada, as soon as possible to work in conjunction with the Central States Conference affiliation. His work will be to coordinate the work of our unions in Eastern Canada and concentrate in developing organizing across our entire field of jurisdiction. We will assign one or more organizers to similar work in Central Canada and through cooperative work with the Central and Western Conferences for the purpose of intensifying organizing across the Canadian prairie provinces and on toward the West Coast.

Brewery Progress

We are continually increasing our membership and with each accomplishment we develop increased momentum. The successful termination, for example, of "Operation Newark" not only won the election at the breweries in Newark but it proved to the thinking people of the dual union that the Teamsters are the key to their future welfare. Failure of the International Union of the dual union members to realize the problems confronting them has developed tremendous internal dissension within their International Union. The

lack of intelligent leadership has created a wide disparity in wages, hours and conditions of employment across the area of their organized employment and with the development of decentralization of the brewery industry they awoke too late to their predicament.

In an effort to control dissident members and to retain salaried positions, President Feller invited me into conference frankly expressing his desire to bring his entire International Union into affiliation with the Teamsters. He expressed insistence that he be the salaried director of the Brewery Division but his General Executive Board apparently had not been advised of his program on the salaried position. I appointed a committee to explore the issues with him and his associates and they were in agreement on the procedure of affiliation. This resulted in my being invited and my attending a special called meeting of their General Executive Board in Cincinnati, Ohio—this at the initiative and invitation of President Feller.

Brewery Stand Outlined

It was readily admitted at the Board meeting by Feller and his associates that they could not guarantee complete affiliation of their membership through mutual agreement with us because of dissension within the membership. In recognition of this and because failure to recognize it could result in various locals of theirs petitioning the National Labor Relations Board for elections to designate the bargaining unit, thus creating the possibility of independent unions, it was agreed unanimously that no objection would be made to any local being accepted into the Teamster membership that initiated a request for affiliation. This, in fact, was the only road to travel that would eventually unite all the workers in their industry.

Locals Rebel Against Feller

While we were meeting in Cincinnati more than 20 of their locals were meeting and had been in session in Chicago in rebellion against the activities of President Feller. In concert with our agreement with President Feller originally and later with his General Executive Board that we were open to issue charters where the initiative came from the local unions, we met representatives of these locals in Chicago at their invitations under the same conditions as we had met with Feller in Washington and with his Board in Cincinnati. We answered their questions; we explained our meeting in Cincinnati; we stressed we would not accept any local under pending negotiations unless they initiated the request for affiliation, thus observing our commitments. Tremendous opposition was expressed by them against President Feller; we refused to discuss any internal problems of their International affiliation with them. We were asked to participate in their dispute in Milwaukee to which we replied that we would only

represent brewery workers' locals or participate in their problems when by their own initiative they sought affiliation with our International Union.

Asked for Teamster Charters

We have granted and are granting charters of affiliation to a number of local unions that have by their own initiative petitioned our International Union for affiliation. *There has been no raiding nor any violation of any agreement between the A. F. of L. and the C.I.O.* The only reason, in my judgment, that President Feller withdrew from conferences with us was his recognition that there was such tremendous opposition to his leadership that he could not win a contest with only brewery workers voting on the salaried director of the Brewery Division. He, therefore, cut off negotiations and continues on the payroll of his International Union.

I have recited the factual story. I emphasize to my associates we observed to the letter our agreement made with Feller in Washington and with his Board later in Cincinnati that provided our right to accept into membership any local that petitioned us for affiliation. I reiterate, in my judgment, the tremendous opposition to Feller within his own organization made it impossible to guarantee him a salaried position as he demanded in Washington. The Brewery Workers' Board agree in Cincinnati and the dissident group agreed in Chicago that the office of Division Director should go to the individual receiving the highest vote in an election for that purpose.

The International Brotherhood of Teamsters is glad to cooperate with other unions. I reported to you in March the consummation with the International Association of Machinists of a national agreement for the solving of our common problems. I am happy to report that other agreements have been signed and still more are in the process of consummation. I have also probed the possibility of mutual accord with other organizations of labor outside the A. F. of L. Such an agreement has been in operation between the A. F. of L. Machinists and the United Automobile Workers (C.I.O.). In every agreement and discussion, recognition of our jurisdiction and mutual welfare have been subjects of conferences.

Working With Industry

We are continuing and intensifying our program of cooperation with the trucking industry. We are taking a very active part in the Independent Advisory Commission on the Trucking Industry and we will shortly participate in a nation-wide program sponsored jointly by truck owners, our unions, and manufacturers in the trucking industry.

We have established an office in Washington, D. C., under the auspices of the Independent Advisory Com-

mittee to the Trucking Industry, Inc., of which we are a member, staffed and directed by John M. Redding, former Assistant Postmaster General. The mission of this office is that of studying on a national level the hauling of mail by truck and of developing studies where resultant savings in time and money will accrue to the Post Office Department and the public by expanding truck hauling of mail. We feel certain that we are performing a great public service in developing these studies.

The emphasis I gave in my March Progress Report pertaining to racketeers or Communists invading our locals or interfering with officers' obligations to their membership and industries is hereby reiterated. We have and will continue to assign investigative personnel to determine the factual data and prosecute through every avenue of contact, Government and otherwise, wherever we find such vermin and filth festering in our midst. I again reiterate we do not want trouble but we will not tolerate the raping of our organizations by hiding under the bed to protect our physical self.

Want to Advance Standards

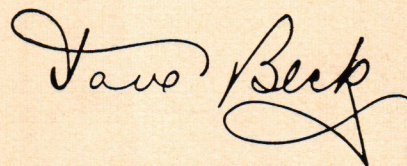
This International Union is organized to secure wages, hours and conditions of employment for its members. This includes our sponsorship of insurance benefits, welfare programs and aid and assistance to our industries that they may prosper and effectuate the higher standards of American living. The officers of this International Union and its affiliated local unions must concentrate their attention to these objectives. We will reward those who do so and disassociate those who

do not wherever we find them. I emphasize to you again, my associates, we will endeavor to develop to the highest possible degree of perfection a national organizing structure and administrative office. To accomplish this we must have the finest personnel it is possible to secure and such a staff must diligently and intelligently devote its efforts to accomplishing our objectives. We will reward ability and devotion to the job at hand by providing advancement financial and otherwise and we will not retain personnel in contradiction to this principle. In order to effectuate our program of accomplishment it will be necessary from time to time to transfer our organizing staff and other employed personnel, and our employees continue with us subject to that definite understanding.

Must Intensify Organizing

Let us in every section of the United States, Canada and the Islands, intensify our organizing activities, continually evaluating our status, survey month by month our progress, analyze through intensive checking the possibility of increasing our organized strength with resultant benefit to our membership.

Faternally yours,



General President.

13,000 New England Teamsters Win Demands After Staging Brief Strike

Settlement of a nine-day strike of 13,000 southern New England Teamsters was effected August 12 when the membership of 12 locals voted to accept terms of an agreement reached during an all-night negotiating session.

The truck drivers, voting at Providence, R. I., approved the agreement after 159 trucking firms earlier accepted the compromise settlement. Trucks began to move immediately after the union gave its approval.

Teamsters had struck at midnight

August 2 in support of demands for a 15-cent hourly wage boost and a 40-hour week.

Under terms of the new agreement, they won a 15-cent hourly increase, two additional paid holidays and time and one-half for work done after 40 hours and on Sundays and holidays. The 15-cent increase, effective August 15, extends for two years. Eight cents of this amount is retroactive to April 11, 1953. In addition, health and welfare benefits included seven cents per hour, ac-

cording to Nicholas P. Morrissey, General Organizer, who participated in working out the settlement.

A policy committee consisting of the business agent from each of the 12 locals was set up to represent the union. From this a committee of four was selected to conduct the actual negotiations. They were Chester Fitzpatrick, chairman, business agent of Local 170, Worcester, Mass.; Albert Hylick, secretary-treasurer, Local 151, Providence, R. I.; Timothy Collins, secretary-treasurer, Local 677, Waterbury, Conn., and John Pisano, secretary-treasurer, Local 443, New Haven, Conn.

***Organizational Meeting, Eastern States Conference
of Teamsters, October 19 and 20. (See Page 19.)***



When you think of Pittsburgh, you think of steel. Here is a partial view of the great Jones and Laughlin mill with the Pittsburgh skyline serving as a backdrop.

JC 40

AMONG other things, Pittsburgh used to be known as the dark splotch that airline pilots saw in flights over the city. A lot of other stories, most of them true, have been told about the Smoky City in the hundred years that the great mills have been belching smoke into the skies of Allegheny County.

Today, the "dirty stories" about Pittsburgh don't apply. Strictly enforced smoke abatement laws, together with a major reconstruction job in the Golden Triangle and big face-lifting jobs in other parts of the city, have combined to give Pittsburgh a new look. You can recognize the old girl, but she ain't what she used to be. Teamsters have played a big part in this civic face-lifting, but before going into that and Joint Council 40, let's tell a little more about the city.

Pittsburgh is the place where the Monongahela and Allegheny Rivers come together to form the start of a much better known waterway, the long, broad and stately Ohio. Nearly a hundred and fifty years ago, Pittsburgh was shipping wheat, barley, rye, flour and whisky down the river in flatboats to New Orleans.

Pittsburgh is also the place where labor and management came together, head on, in the great depression of the '30s, to see whether the Wagner Act really did give labor the right to organize the steel and other mass industries. As it turned out, it did. Pittsburgh today is a well organized city, and by general consensus is the better for it.

Steel made Pittsburgh, and Pittsburgh still makes steel—lots of it. She is still the biggest producer of steel, though Chicago now is running a close second. On the day that THE INTERNATIONAL TEAMSTER arrived in town to do this story on Pittsburgh and Joint Council 40, the Korean truce agreement had just been signed. The stacks of the big mills along the Monongahela continued to belch smoke (though not in the density of former years) and this was a sure sign of Pittsburgh prosperity. But wars are the biggest consumers of steel, and the average citizen, reading in big type of the Korean truce in the *Press* and *Sun-Telegraph*, could be excused if he asked himself, "Little man, what now?"

For an optimistic answer to that question, the average citizen could

turn to Harry Tevis, the president of Joint Council 40. Harry Tevis, born and raised in Pittsburgh, is bullish about his favorite city. Some hard knocks and rough strikes in the early days have failed to dampen his love for Pittsburgh. There's not a cobblestone street—and there are many of them—in town that Harry Tevis doesn't know. He pounded many of them back in the early '20s on a horse-drawn milkwagon. Now, as president of the Milk Drivers, Local 205, and as president of the Joint Council, he continues to make the rounds. He likes to keep a finger on the Pittsburgh civic pulse.

"Korea?" said Harry Tevis, in his office in the Joint Council headquarters in the old Fort Pitt Hotel. "Yes, there'll probably be a letdown in Pittsburgh. It's been coming. But it should pick up in other ways. Korea threw back our construction program somewhat; so that should get going strong. No one expects the bottom to drop out of things, like it did in 1929." Korea to Harry Tevis is something more than a far-off land for which Pittsburgh was providing the sinews of war. Harry had a son in Korea, in the paratroop-

ers. The boy is home now, and Harry feels lucky about that.

Another Pittsburgh Teamster with long memories of the city is International Organizer Al Dietrich. Born in the Smoky City at a time when Pittsburgh richly deserved that name, Dietrich started driving a dairy team 34 years ago and, like Harry Tevis, went on to become president of the local. Since 1944, he has been the International Organizer in the Pittsburgh area and is highly regarded in the city by men both in and out of

labor. A veteran of countless sessions at the bargaining table, he enjoys a reputation over a wide area for square shooting. Like Harry Tevis, he wouldn't think of living anywhere else but Pittsburgh.

Pittsburgh, incidentally, was one of the last major cities in which the horse bowed out. As late as the start of World War II, Dietrich recalls, about 25 per cent of the milk wagons in Pittsburgh were pulled by horse. And as gas and tires got scarcer, the number increased to 50

per cent. But now old Dobbin is completely out of the picture—which is just as well for him, for the cobblestones and hills of Pittsburgh made for mighty hard pulling.

As Joint Councils go, No. 40 is not old. It was organized in 1930, and reorganized in 1934 after undergoing the worst pains of the depression. The oldest local in Pittsburgh is the Newspaper Drivers, No. 211, which was chartered in 1928. There were various independent draymen's unions in the city before the turn of

The PITTSBURGH Story

OFFICERS OF JOINT COUNCIL 40 AND INTERNATIONAL ORGANIZER. From left, seated: James White, secretary-treasurer; Albert O. Dietrich, international organizer; Harry Tevis, president. Standing: Norman Kegel, representative; Dale Carson, recording secretary; Kent Duve, trustee; Luther Ickes, trustee.



JOINT COUNCIL 40 OFFICERS AND BUSINESS AGENTS OF AFFILIATED LOCALS. Seated, from left: Kent Duve, trustee; Norman Kegel, representative; James White, secretary-treasurer; Harry Tevis, president; Albert Dietrich, international organizer; Dale Carson, recording secretary; Luther Ickes, trustee. Second row: F. L. Alexander, 564; Alfred J. Mascaro, 261; James Boucher, 211; James Leparty, 250; K. H. Miese, 453; Leo B. Stehle, 538; G. C. Soisson, 428; Albert Oakes, 475; Henry Porter, 585. Third row: Merle G. Lehman, 110; W. J. Marshall, 485; Howard D. McGregor, 944; Charles Weber, 128; James Matoney, 635; William H. Tappe, 485; R. P. Schrecengost, 538; Theodore Johnson, 609; F. N. Siburt, 585.

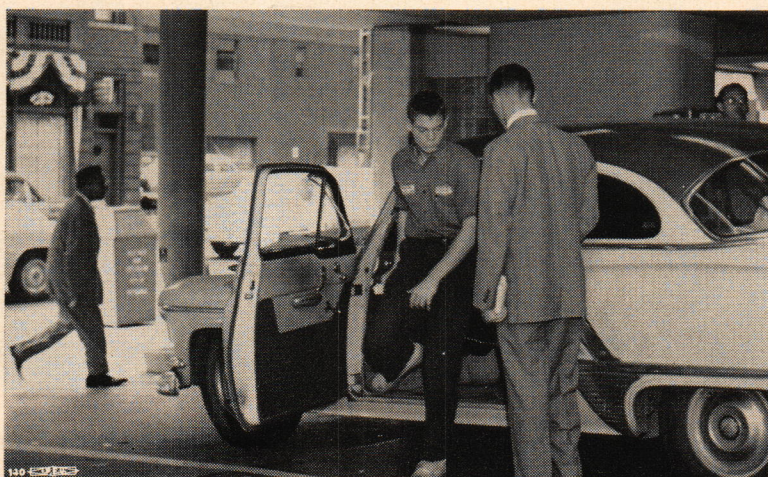
the century, but all found it impossible to attain any degree of stature or permanence in the face of the overwhelmingly anti-labor attitude of the iron and steel barons.

As late as 1929, there existed concerted efforts among the Pittsburgh financial powers to prevent any degree of labor organization. Harry Tevis recalls the history of the first strike of the milk drivers in that year. Just organized, the local struck one dairy for better wages and conditions. As Tevis relates it, a group of financial interests got together to back the dairy and agreed to underwrite any losses it might suffer as a result of the strike. After 60 days, the local secured a contract, but with an open shop proviso. Nevertheless, the financial powers were highly displeased, as a wedge was left for the union for later organizational efforts. The money bags washed their hands off the deal,

At Erie, Pa., north of Pittsburgh, cab driver M. H. Moore, Local 397, tells fares of *Niagara*, flagship of Oliver Perry in Battle of Lake Erie.



Pittsburgh's Golden Triangle, where the Allegheny and Monongahela Rivers join to form the Ohio, has taken on new look with vast construction jobs.



This scene at Sixth and Bigelow in downtown Pittsburgh shows Teamster David Gustafson, Local 926, delivering car to patron of public garage.

BELOW—Dyke Bankston of Local 211, Newspaper Drivers, is driver for *Courier*, one of country's best known Negro newspapers, published in Pittsburgh.



BELOW—Ann Lawson of Local 250 is vendor of soft drinks at Pitt Stadium, summer scene of excellent light opera.



dropping the dairy like a hot potato for having committed a traitorous act. Sixty days later, the local had the dairy fully organized. Stories like this, without the happy ending, were common place in Pittsburgh.

The real opening wedge for organizing in Pittsburgh did not come until the passage of the Wagner Act. In 1937, the Teamster local unions began to enjoy a healthy growth which is continuing to this day.

Joint Council 40 today represents 36,000 members in 28 local unions situated in the western half of Pennsylvania and portions of Ohio, Maryland and West Virginia. Thirteen of these locals are in Pittsburgh. By running your eye down the roster of Pittsburgh locals that is printed here-

in, you will note that Teamster organization is highly developed.

Guides for THE INTERNATIONAL TEAMSTER'S photo tour of Pittsburgh were James White, hustling secretary-treasurer of the Joint Council who is also president and organizer of Local 273, Drivers and Employees of the Petroleum Industry, and Norman Kegel, young and on-the-ball full-time representative of the Council.

"Jim" White, a native of Pittsburgh, went to the same school as Harry Tevis; the two have been friends for 35 years. Younger than Tevis, White went to work as a driver 25 years ago and in 1940 was elected a trustee of Local 249, the big General Teamsters local that

now has 10,000 members. He then became a business agent for the local. In August 1946 he received the charter for Local 273. Norman Kegel, the Joint Council representative, is a member of the board of directors of the Board of Public Assistance for Allegheny County, and is a well-known figure around town. Kegel irons out many of the routine problems that come before the Council. He spends a good part of his time on the phone, answering queries and interpreting contracts.

In addition to Tevis and White, the board of Joint Council 40 includes Victor Bauman, vice president, and secretary of Local 697, Wheeling, W. Va.; Dale Carson, recording secretary, and secretary of Local 397, Erie, Pa.; Luther Ickes, trustee, and president of Local 30, Jeannette, Pa.; Kent Duve, trustee, and secretary of 636, Pittsburgh; and Daniel DeGregory, trustee, and secretary of Local 926, Pittsburgh.

Among other notables, the Teamsters can claim two vice presidents of the Pennsylvania State Federation of Labor. They are Alfred J. Mascaro, of Local 261, New Castle, and Howard D. McGregor, of Local 944, Pittsburgh.

Among its activities, the Joint Council sponsors an annual Labor-Management Safety Conference in the fall of the year, which features talks by noted experts in the field. The meetings, extending over three nights, attract crowds of 2,500 and are credited with a large assist in keeping Pittsburgh Teamsters safety-minded.

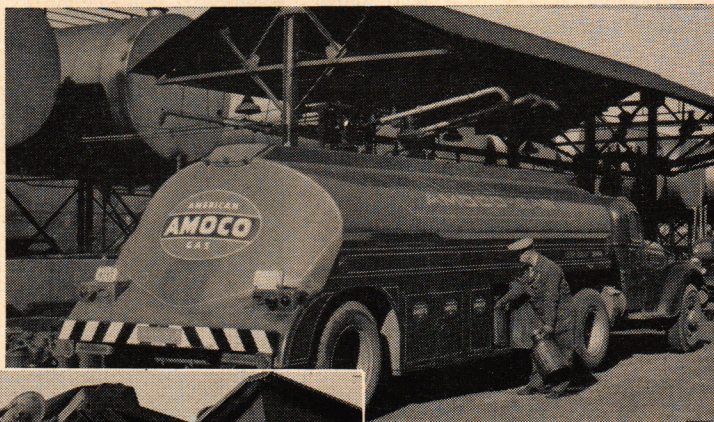
The Council also publishes a well-

edited quarterly 8-page tabloid, containing news and editorials of current interest to Teamsters and their families. In 1950 the newspaper, the *Teamster News*, won first prize for the best single editorial in the annual contest sponsored by the International Labor Press of America. The title of the editorial was "Were Strike Attacks Faked?" It dealt with local newspaper coverage of a milk strike.

About half of the 36,000 members represented by Joint Council 40 are today covered by health and welfare plans.

In THE INTERNATIONAL TEAMSTER'S photo coverage of Teamster activity in Pittsburgh, the magazine was taken east side, west side, all around the town, with "Jim" White and Norman Kegel providing an informative and running commentary.

A trip to the Golden Triangle is a "must" today on anyone's trip to Pittsburgh. What used to be a jumble of old warehouses, is rapidly being converted into a garden spot, with shining skyscrapers as a backdrop. Uptown, two other skyscrapers rose almost simultaneously to assure Pittsburgh's position as the steel and



ABOVE—Jack Snedden, Local 273, Petroleum Industry Drivers, fills her up at Amoco's bulk plant terminal on outskirts of Pittsburgh.



LEFT—Driver Allen Miller, Local 609, Refuse and Salvage Drivers, talks it over with Norman Kegel, representative of Joint Council 40.

At the Pitt Penn Terminal, largest and most modern warehouse in the city, Nickolas Manko of Local 636, General Warehousemen, checks in some new receipts.

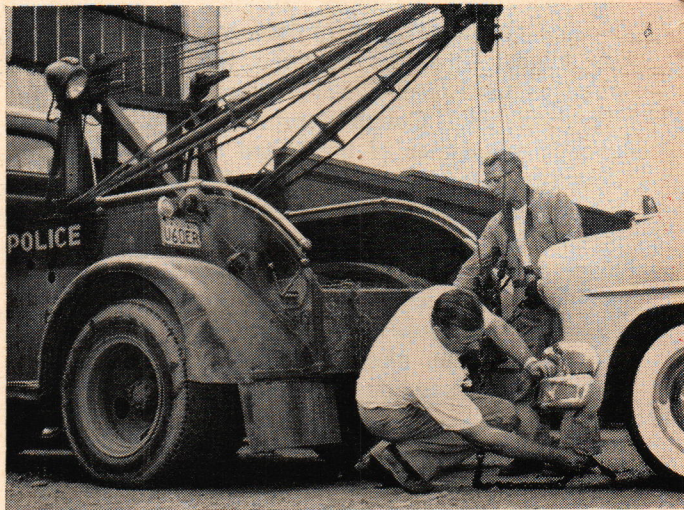


In Kroger warehouse serving 78 stores, Steve Vasos, Local 635, Grocery Warehousemen, has a talk with Sam Dendy, superintendent, and Al Loper, foreman.





George Pavlik, Local 926, gives Mack tractor washdown on Pittsburgh lot after grimy run from eastern points.



Al Clarke and Ed Scorzo, Local 249, employes of Police Department, make ready to haul away overparked car.

aluminum capitals of the world: the Alcoa tower, 31-story building of the Aluminum Company of America, which is faced entirely in aluminum; and the U. S. Steel—Mellon skyscraper, one block away, which rises 41 stories. Between these two buildings an acre of business properties has been leveled for Mellon Square park and an underground parking garage which will accommodate 900 cars.

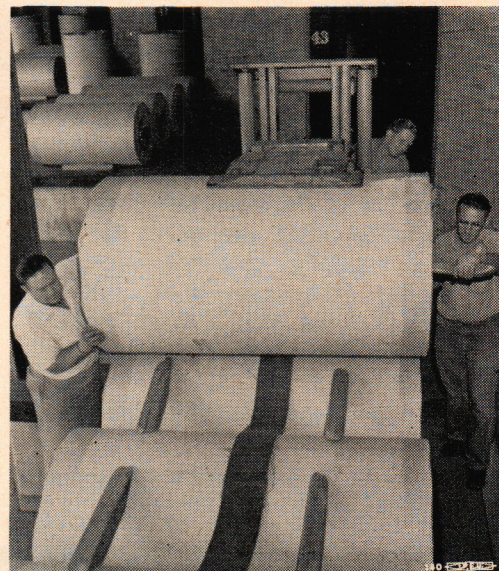
Parking remains a problem in the city, but it has been relieved to some degree by the recent opening of two multi-level garages, operated by a quasi-public agency known as the Parking Authority. Both these efficiently-run operations employ members of Local 926.

Some other interesting spots viewed where Teamsters earn their daily bread included the Pitt-Penn Terminal, largest warehouse operation in the city; a city lot to which Teamsters, possessing police powers, haul cars which have abused the parking limitations; the city incinerator (garbage collection is done by city employees, members of Local 609); a large and modern Kroger warehouse serving 78 stores of the Kroger chain in Pennsylvania, West Virginia and Ohio; the stadium of the University of Pittsburgh, where Teamster vendors were selling souvenir programs at an outdoor production of light opera; the Penn-Lincoln Highway, for which ready-



LEFT—At Welch's grape juice plant in North East, Pa., Minnie Franklin, Local 397, checks bottles for flaws.

BELOW—Newsprint is rolled on truck at Pittsburgh terminal by Henry Lutz, 211, John Dzon, 636, J. Flowers, 211.

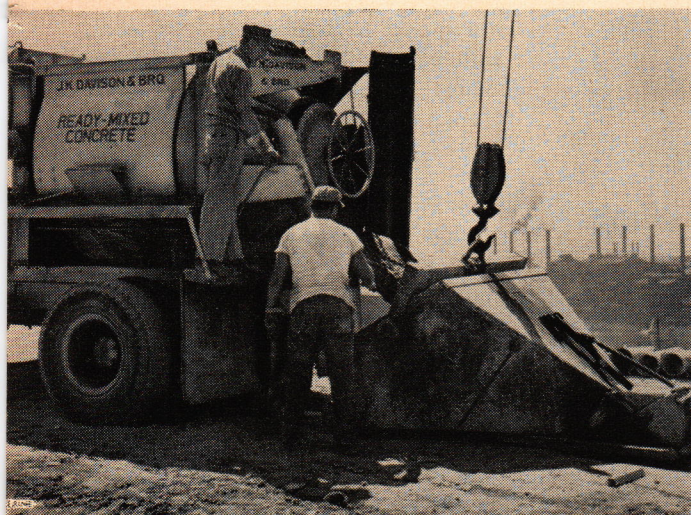


mix trucks are pouring thousands of yards of concrete (the parkway, which will be 27 miles long when completed, and cost \$100 millions, will speed truckers and motorists from Wilkinsburg to downtown Pittsburgh in little more than 10 minutes, a saving of 25 minutes over present bottlenecks).

Scenes of bustling activity are encountered along the Allegheny, the Monongahela, and the Ohio. All navigable rivers, they connect the city with the Mississippi waterways system, extending 12,000 miles. Pittsburgh is America's largest inland river port, handling more freight tonnage than either the Suez or Panama Canals. Several hundred motor freight companies serve the city over a great network of highways, including the famed Pennsylvania Turnpike. As this was written, Teamster unions had just ratified a new wage agreement with the Western Pennsylvania Motor Car-

riers Association affecting nearly 5,000 members.

Pittsburgh has often been called the "most bridged city in the world." In the course of a working day, it is not unusual for a Teamster to make more than a hundred bridge crossings. Many of Allegheny County's 1,500 bridges are located within the city limits. The first bridge was built in 1818.



Completion of Penn Lincoln highway will ease traffic in Pittsburgh. John Borman, Local 249, is the driver of this ready-mix pouring concrete for highway's retaining walls.



With milk from New Bethlehem, Pa., Frank C. Olson, Local 205, arrives at a Pittsburgh dairy and inspects electric pump that delivers milk for further processing in dairy.

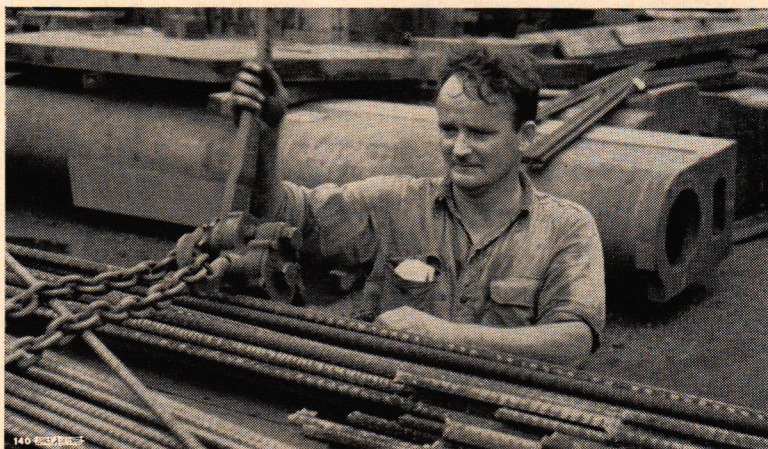
As is customary in Joint Council stories, THE INTERNATIONAL TEAMSTER, because of time limitations, had to center on the focal point for pictures of the Joint Council 40 operation, with the exception of a fast sidetrip to Erie, Pa., an interesting old city on Lake Erie midway between Chicago and New York. Dale Carson, recording secretary of the Joint Council, and secretary-treasurer of Local 397, Erie, was the guide here. Some idea of Teamster activity in this city of 150,000 (the third largest in Pennsylvania) is conveyed in the accompanying pictures.

Sorting out impressions of Joint Council 40 at journey's end, a writer is left with the feeling that alert, intelligent leadership exists in the Council, which speaks well for the future of Teamster organization in this major industrial area.



Ralph Miller and Joe Ridge, business agents of Local 341, check a couple of books in the 1953 Teamster truck check.

BELOW—In an Erie steel fabricating plant, Paul Coulson, Local 397, makes fast a load of steel on bed of truck.



LEFT—Mary Ann Blasco, left, and Martha Murnak, employees of Joint Council 40, use addressograph to mail out copies of "Teamster News," prize-winning Joint Council quarterly.



Year-by-Year Study of Record
Books from the Days of Horse-Drawn
Wagons Until Now Tells Dramatic Story

TEAMSTERS' 50-YEAR GROWTH SPECTACULAR

BY JOHN F. ENGLISH
General Secretary-Treasurer

FOLLOWING my report of Teamster growth made at the Western Conference of Teamsters in July, I have received a number of inquiries concerning the development of our union through the years. Some of those who heard my report and others who read about it in THE INTERNATIONAL TEAMSTER have said that they would be interested in seeing how the International has developed since the early days.

ACCURATE RECORDS

As many of our members know, I have taken a strong interest in keeping accurate records of our membership. At the general convention in Los Angeles I gave a report on the various responsibilities of my office including membership growth. Since receiving some of these inquiries concerning the development of the union from early times I have had prepared a chart, shown on the facing page, which indicates the progress we have made in almost 50 years of activity. The chart is based on the best available records and shows average annual membership in the International Brotherhood of Teamsters.

As you look at the chart you can see a relationship between the progress of the Teamsters and the growth of the country in the past half century. When the country is in a prosperous state, our union makes great progress. When the country is suffering from a depression, we

likewise suffer losses or at least our upward progress is not so rapid as it is in the prosperous times.

Our records show that in 1904 we had an average annual membership of 56,241. After that there was a decline and we never returned to that level nor got beyond it for some years. As old-timers will recall we had a panic in 1907—we called them “panics” in those days, not “depressions” or “recessions.” We lost members through the panic years although that particular spell of hard times was not a particularly long one. We felt the effects of those days worst around 1908 and 1909 when our membership rolls fell to 32,120 in 1909.

We began to pick up the next year and climbed steadily. The country was expanding industrially and as Teamsters we were beneficiaries of the growth. Our membership lists in all parts of the country grew and we topped the 50,000 mark in 1914, the year the First World War broke out in Europe and by 1916 the country was beginning to feel the effect of the increased expenditures due to the war and preparedness in this country. During this year, 1916, our membership was 63,024.

Some of our older members will recall the fears of many of our members and local unions when the automobile and motor truck came into use. We were teamsters and we

were used to hauling freight, coal, and cargo with horse-drawn vehicles. We knew that it took a lot of men to operate the vehicles necessary to supply fuel for public buildings, for example, whereas a few men with trucks could do the job a lot faster. We thought that we were going to be in for some hard times and that maybe our days were numbered.

Fortunately, we made the change-over from horse-drawn vehicles to motor-powered trucks. The first ones of those which lasted a short time were the old electrics and soon they were pretty well replaced by the gasoline-driven trucks. Team drivers had received \$14 or \$15 a week and truck drivers began at \$15 and \$16—getting more as trucks were coming more and more into use.

We made great progress through the years of World War I and kept climbing until we reached a new peak in 1920. We went from 52,169 in 1915 to 112,453 in 1920. During this time we were making steady gains for our members in wages, hours and improved conditions.

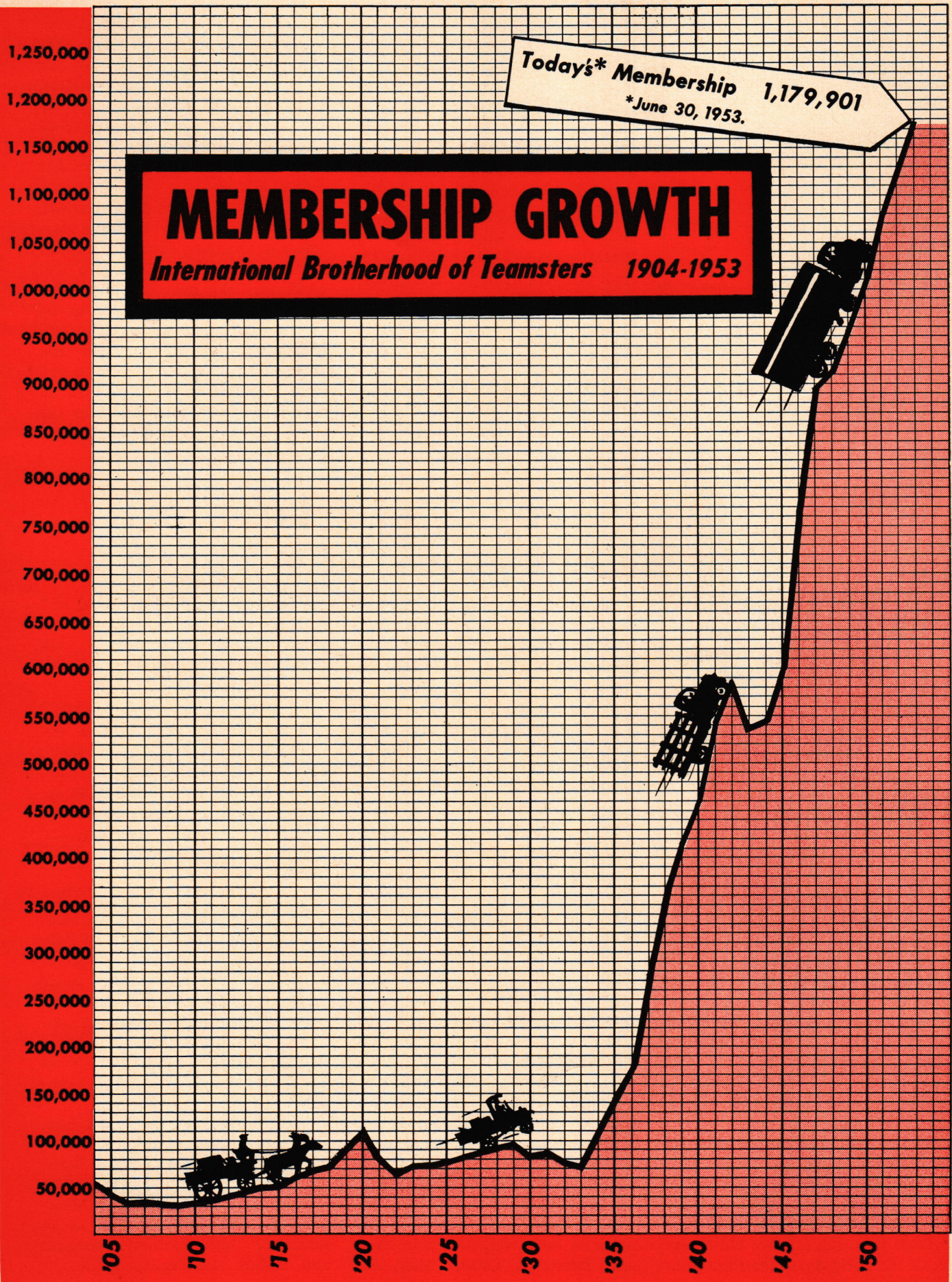
HURT BY TREND

After World War I labor had a hard time. There were numerous attempts by some of the left-wing people in the labor movement to gain control and some of the reactionaries tried to pin the subversive label on honest labor unions. There was a great wave of anti-unionism and we, like other good labor unions, were hurt by this trend.

Recovery from these set-backs was slow but steady and we benefited by the boom days of the 20's. In 1929 which was the year of the “big bust” we had come back toward the 100,000 mark with a total average for the year of 97,632. But the depression struck and our rolls began to decline and went progressively downward through 1933.

During that year we saw the beginning of recovery aided by the government with the many public works activities and the many aids which were used to pump some life back into our sick economy—public works, civil works, etc. Between 1933 and 1934 we went from 75,206, the depression low mark, to

(Continued on page 14)



112,216 and we made another jump in the next 12 months.

These were years of rapid growth and a glance at the chart will disclose the sharp climb we were making. From '35 to '36 we gained some 25,000 members and between 1936 and 1937 we went from 172,204 to 277,717, a boost of more than 100,000. These were the days of real helps for the working man. Remember the Blue Eagle and Section 7a of the NIRA, the National Industrial Recovery Act? That gave us a big boost and we had the Wagner Act which was another important factor in union growth. This period, from the NRA days to the defense period just preceding World War II were days of rapid expansion as the chart shows: 1938—360,694; 1939—417,761 and 1940—456,589.

By this time we were in another boom period, the boom that was to take our membership steadily upward with only a slight and temporary setback in 1944. But we made a quick recovery and in 1945 went to 595,220 and in this year the war ended and there were great fears that there would be unemployment. These fears were groundless. The country was so far behind on goods, building and housing which had been delayed during the war years, that industrial activity instead of going into a depression went into high level employment and in 1946, the first full post-war year the membership leaped from 595,220 to 765,708. Another great burst of activity brought to membership another 70,000 and in 1947 we had 890,684.

Our progress continued until we topped the million mark in 1950 after making steady jumps through 1948 and 1949. We have continued growth above the million mark and in 1951 had 1,075,508 and last year we averaged 1,120,245. And we are still going. As I reported in Seattle, we had as of June 30 this year 1,179,901.

We feel proud of our record—we are going to continue this growth. But growth in numbers alone is by no means the only interest we have. We have seen through the years changes in structure. We old-timers recall the early days when the joint

councils were added and we know how helpful they have been toward keeping us together and how much mutual aid has developed among locals through the joint council method. A little later we saw area conferences develop—and the one with the most spectacular growth has been the Western Conference of Teamsters which started in 1938 under the leadership of our present general president, Dave Beck. The great progress made in the 11 Western states helps account for the rise in our union's membership rolls in the last 16 years.

We have plans for other conference groups. The Central States Conference of Teamsters is getting under way and soon we will have an Eastern States Conference. These

conference devices will help us continue the fine record we have made through the years. Today we can be proud not only of our numbers, but of our wage levels and our working conditions. What a difference from the old days of more than 40 years ago when we worked for a few dollars a week!

One of the secrets of our growth has been our ability to adapt ourselves to changing economic and industrial conditions. This we will continue. We have set our sights on greatly increased membership by the time we hold our next general convention—we feel certain that when that convention comes we will have a record of which we can be proud, a record that will, like the years past, be one of continuous upward progress.

LOCAL 852 ENDS BIG ORGANIZING DRIVE

Successful completion of the biggest organizing job in the four-year history of General Warehousemen's Local 852 has been announced by President Dennis J. Crotty. All of the employees of A & P warehouses in the New York area, as well as of the two Quaker Maid manufacturing plants which are A & P subsidiaries, now are signed up in Local 852.

In a progress report to Acting Director H. J. Gibbons of the National Warehouse Division, President Crotty noted that the organizing campaign had reached its goal when more than 1,780 employees represented by an independent union in Quaker Maid Plant No. 2 in Brooklyn voted July 22 to join the Teamsters local. Negotiations for a contract to cover these employees were started immediately.

This will result, in the near future, in protection under Teamsters' contracts of all A & P warehouse and food manufacturing employees in the New York area, President Crotty predicts. Already under contract, or represented in current negotiations, are the 1,200 warehousemen in the A & P warehouses in Masspeth, Brooklyn, Garden City, and

the Bronx. In addition, Local 852 recently won an NLRB election when employees of A & P's fish department voted to be represented by the Teamsters.

"The organizing of the A & P warehouse employees in this city has been a long struggle," President Crotty reported to Acting Director Gibbons, "but we are happy to report to you that with the conclusion of this work we will have increased our membership to over the 8,000 figure."

General Warehousemen's Union Local 852 was formed in May, 1949, when 2,800 members of Federal Labor Unions came together under the Teamster banner. Since then, its membership has tripled.

Among its 140 warehousing contracts are those with United Cigar Whelan Corp., American News Company, and J. J. Newberry Company.

With the start of the local's pension program on June 1, 40 members have retired with pension benefits of \$45 a month in addition to their social security benefits. Members of Local 852 take part in an insurance and disability, surgical and medical insurance program.

Trip Leasing Rules 'Up in Air'

Action on Measure Stripping ICC Of Regulatory Authority Delayed In Last-Minute Legislative Rush

TRIP leasing regulations scheduled for enforcement beginning September 1 were jeopardized in August by a roadblock placed in the path of the Interstate Commerce Commission by the Senate Committee on Agriculture.

The fight for regulation of leasing and outlawing the rate-cutting "gypsies" who are undermining legitimate operators once more appears frustrated following political pressure by the farm block in Congress.

The latest developments in the long fight on trip leasing are:

1. Passage by the House of Representatives of H. R. 3203 on June 24 which would deprive the Interstate Commerce Commission of authority to regulate trip leasing in the motor transport industry.

2. Hearings in the Senate on the House bill with a last minute delay due to the final legislative log-jam before adjournment of Congress.

3. Formal action by the Senate Committee on Agriculture asking the Interstate Commerce Commission to hold up enforcement of newly promulgated regulations until final action is taken on pending legislation.

As this issue of THE INTERNA-

TIONAL TEAMSTER was ready for publication the I.C.C. reported the Senate Committee's request was still "under consideration." The Commission had broadened the exemptions somewhat favoring farm haulers.

The International Brotherhood of Teamsters had led the fight against the gypsy operators and in support of the right of the Interstate Commerce Commission to regulate trip leasing. At every step of the journey toward confirmation of ICC authority efforts have been made to block the ICC and the Teamsters' efforts.

The famous case known as Ex Parte MC-43 was fought through protracted hearings before the Commission and then before regulations could be enforced efforts were made in the courts to prevent enforcement. These legal maneuvers were defeated when the case was taken to the United States Supreme Court and before that tribunal the ICC was given unequivocal authority to issue trip leasing regulations.

Having been defeated before the Commission and in the courts, those opposing trip lease regulations then took their case to Congress either to delay enforcement or to block enforcement altogether.

Bills were introduced in both the House and the Senate and hearings were held. The Teamsters were represented by spokesmen who reiterated the long story of gypsy evils which had been dramatically brought out by witnesses in the extended ICC hearings. After the House passed the bill, advocates of the measure hoped that it could be rushed through the Senate in the final rush of last minute business just before adjournment. Those who had hoped to slip it through Congress were de-

feated and the measure failed of enactment before Congress wound up its first session.

With the failure of the legislative prohibition against enforcement the normal course of action would be that of standing by the originally set date of September 1 as the beginning period of enforcement. All obstacles would seemed to have been removed. The agricultural interest and those who would profit through masking behind these interests were able to persuade the Committee of Agriculture to take the extraordinary action of passing a resolution asking that enforcement be held up pending action of the measure before Congress.

RESOLUTION PASSED

The resolution was passed by the Senate Committee July 29 and sent immediately to the Interstate Commerce Commission. The resolution said that H. R. 3203 would remove authority of the ICC "to regulate either the duration of such leases or the compensation to be paid thereunder . . ." and further said that it appeared unlikely that action would be taken in the Senate during this session. The resolution concluded by saying:

"Whereas, as stated in the report of the Committee on Interstate and Foreign Commerce of the House of Representatives on H. R. 3203, the provisions of Ex Parte No. MC-43 referred to above would put many truckers hauling agricultural commodities out of business, deprive farmers of necessary transportation service, impair the existing means for efficient and economical distribution of perishable and other agricultural products, and impair the agricultural exemption provided for in Section 203(b)(6) of the Interstate Commerce Act; NOW, therefore be it

"Resolved, That the Interstate Commerce Commission is hereby requested to defer until Congress shall have completed action on H. R. 3203 so much of any order, regulation, or action as under the provisions of H. R. 3203 would not be authorized."

In short the Committee on Agriculture which has no jurisdiction

over transportation legislation is asking the ICC to hold up enforcement just as if the bill which Congress has not approved, had been passed!

Behind this action by the Agriculture Committee lies a long story of the fight on trip leasing on Capitol Hill. When the bill which would deprive the ICC of leasing authority reached the floor of the House a lengthy debate took place in which it was apparent that strong pressure was behind defeating enforcement of leasing regulations—all in the name of helping the farmer.

AMENDMENT OFFERED

Believing that those who opposed the leasing regulations actually meant what they said when they spoke up for the farmer, Representative Carl Hinshaw (Rep., Calif.) offered an amendment which served to place all those on the spot who advocated help for the farmer. Congressman Hinshaw would amend the law to say that:

"Where the movement immediately preceding was of ordinary livestock, fishing (including shellfish), or agricultural (including horticultural) commodities (not including manufactured products thereof) exempt under the provisions of Section 203(b)(6)."

When he explained his amendment the California Congressman spelled out in no uncertain terms what it meant and showed how broad it was, saying, "... in other words, the amendment provides that where the movement preceding was of agricultural products, the current movement can be exempt from regulation as to duration and price, in other words, again, it provides for that movement of agricultural products to market and a return trip anywhere in the United States, if you please. It does not have to return to the place of origin, but haul to any place in the United States exempted products such as sewing machines, steel, or any other thing that the truck can carry. That should have satisfied the farm groups. But, no; they are not satisfied with any regulation whatsoever."

In debating the matter further Representative Hinshaw referred to gypsies saying, "This amendment

brings the itinerant trucker who chooses to go all over the United States and may never carry farm products—he might have nothing to do with farm products except occasionally—to the position where he must come under the act and be regulated because he is only unregulated so long as the movement immediately preceding is of agricultural products. That is very simple. I do not know what more can be ordered, how much closer the farmers can be appeased, if you please."

Representatives T. M. Pelley (Rep., Wash.) and Arthur S. Klein (Dem., N. Y.) spoke in support of the Hinshaw amendment. Pelley drew attention to gypsy drivers who, he said, "... drive up to 76 hours at a stretch," and added, "that the record is full of such instances of lack of maintenance and other evils which exists and which no one has emphasized in this discussion." Congressman Klein pointed out that the Hinshaw amendment in his opinion would be accepted by the Teamsters and also had the backing of the American Federation of Labor. Opponents of the Hinshaw amendment had raised the labor union question. But when the final vote was taken the amendment lost 136-38.

SENATE ACTION

After passage by the House attention was directed on proceedings in the Senate. James K. Knudson, member of the ICC, testified before the Interstate Commerce Committee in behalf of regulatory authority for the Commission and against H. R. 3203. Commissioner Knudson warned that "If the House bill passes, it will be a green light for haulers of exempt commodities to expand trip-leasing. . . . If that happens, there will be a substantial diversion of traffic that now moves by regulated carriers to those uncontrolled carriers . . . to the detriment of the public of this country, as far as safety is concerned."

Making a strong case for ICC regulation Commissioner Knudson said, "The Commission believes that if these large areas of exemption continue to be augmented by unrestricted trip-leasing privileges, which

have been abused in dozens of ways, it will be impossible, on an increasing scale, both to give the motor carrier act, as such, the intended meaning that Congress provided for and the national transportation policy a valid and effective interpretation.

"... We have now recognized the right of the farmer to be exempt from the leasing regulations and to be able to trip lease his truck on back hauls without reference thereto so that he will not have to return empty on the back haul if he so chooses. It is because this same privilege is not extended to itinerant carriers who wander around the country picking up traffic of all kinds that our leasing regulations are under attack.

"... At the hearing in the leasing case, there were recorded 77 different examples of such (evil) practices resulting from uninhibited trip leasing."

FARM SPOKESMEN

At the Senate hearings in July the farm spokesmen were out in force with representatives from the Farm Bureau, National Grange, Dairy-men's Cooperative Association, Inc.; National Council of Farmer Cooperatives; National Farmers' Union. Appearing also in behalf of H. R. 3203 were representatives of 21 trucking companies which operate in 31 states.

Four railroad brotherhoods were represented—Conductors, Engineers, Firemen and Trainmen. W. D. Johnston, national legislative representative of the Order of Railway Conductors, opposed the House bill because the brotherhoods thought the measure would "encourage political rate making at its worst by counteracting a decision of the United States Supreme Court which had already upheld an ICC order. The brotherhood spokesman said that the ICC should be permitted to adjust the leasing rules as the circumstances require.

In the meantime, the evils of gypsy trucking will continue until they come under the ban of Federal regulation—a ban which appears still far from certain as Congress postpones final action on the trip lease measure.

*Potential \$150 Million Revenues
From Mails Seen for Truckers;
350 Mail Routes Under Contract*

MAIL-BY-TRUCK STUDY UNDERWAY

POTENTIAL traffic of \$100 million to \$150 million in mail trucking is possible preliminary studies of the mail transportation problem now under way under joint sponsorship of the International Brotherhood of Teamsters and industry representatives indicate.

Far-reaching recommendations on ways and means of saving money and speeding mail service through use of motor transport are expected to result from the special studies now under way under the direction of John M. Redding, former assistant postmaster general.

JOINT SPONSORSHIP

These special studies were instituted by the Teamsters in June and more recently have come under the joint sponsorship of the union and industry through the Independent Advisory Committee to the Trucking Industry. Formal sponsorship by this committee was undertaken at the recommendation of General President Dave Beck who is chairman of the committee.

Serving with Mr. Beck on this joint committee are Walter F. Carey, president of the American Trucking Associations; Roy Fruehauf, president of the Fruehauf Manufacturing Company, and B. M. Seymour, president of Associated Transport.

In commenting on the investigations by the former assistant postmaster general, President Beck said, "The Teamsters undertook this investigation because we feel that we would develop a program whereby substantial sums might be saved the

taxpayers while at the same time better mail service could result. As these studies have developed we have felt that the project should be an all-industry proposition and hence I recommended joint sponsorship by the Independent Advisory Committee. We are most encouraged at the progress which has been made on this important investigation to date."

Hauling mail by truck began Feb-

ruary 19, 1951, under the direction of Mr. Redding and today some 350 mail routes are under contract. Today \$15 million in traffic has been diverted from railroads to trucking under this program.

In the investigations now under way special attention is being directed to hauls of 300 miles or less. For these runs, it is pointed out, motor transport has an advantage in both service and economy. Moreover, it was found that 41 per cent of all fourth class mail, including books, goes less than 300 miles.

SERIOUS BURDEN

Recently the railroads have asked for a 45 per cent increase in rates which will, in addition to their present charges, impose a serious burden of costs on mail transport. Comparative costs on mail hauling between truck and railroads are being developed for the final report.

A three-way approach is being made by Redding in behalf of the advisory committee:

(Continued on page 30)



TEAMSTER VICE PRESIDENT Einar Mohn (left) goes over route studies being made by John M. Redding (right), former assistant postmaster general, who is making an analysis of ways of converting rail-carried mail to motor transport.

EDITORIALS

Forward Steps

Steps taken in recent months as outlined in Progress Report No. 2 of the general president indicate the advances being made by the International Brotherhood of Teamsters over a wide front.

Transfer of personnel is adding to organizing efficiency and the establishment of trade division offices at the International's headquarters are giving strong impetus to the across-the-board organizing effort.

Progress is being reported in the new Central States Conference of Teamsters in an area which has long needed the assistance and coordination which a regional conference can give. Just ahead of us is the organization of the Eastern States Conference of Teamsters. This organization in the most populous section of the country will prove of great usefulness to Teamsters not only in the East but to the entire Teamster movement.

Trip Lease Delays

Teamsters affected by the trip lease problem will be puzzled by further delays in putting into force the regulations designed to correct many of the evils of gypsy trucking.

It will be recalled that leadership in the fight against the gypsies was taken quite some time ago by the International Brotherhood of Teamsters. This union was instrumental in bringing in evidence before the Interstate Commerce Commission to show without question that gypsy practices were damaging to workers and the industry alike. The evils as spelled out in the evidence constituted powerful arguments to trip lease regulation.

But every possible legal maneuver has been employed to defeat regulation. The Teamsters' valiant fight helped to stiffen the backbone of the I. C. C. and our able counsel appeared in the Federal courts and in the United States Supreme Court. The case for regulation was won all along the line and it seemed as if there were no more avenues of escape for those who would try to frustrate regulatory efforts.

Those who were to profit by gypsy practices turned to the legislative branch and used the farm need for return hauls as a front. Pleasing the farmer has long been a top priority job in Congress and the combined efforts of farm organizations, the Department of Agriculture and the Agriculture Committee of the Senate proved once again what a powerful influence is the farm vote.

A bill was passed in the House, but failed in the Senate due to last minute pressure. But this extraordinary thing happened: the Senate Agriculture Committee asked the I. C. C. to hold up regulation pending final consideration of the bill in Congress which would

strip the Commission of the power to regulate trip leasing just as if the bill itself had been passed. In other words the Commission was asked to hold up regulation and take no action just as if the bill had been passed and the Commission had already been deprived of power to regulate! This was a most extraordinary procedure.

The step taken will prove endless argument for constitutional lawyers on the relationship of the Congress to the executive agencies and possible interference with regulation. Whatever the arguments may be, the fact remains that regulation was frustrated and defeated once again. In the meantime, gypsy evils continue. Teamsters wonder if they ever will be stopped.

Strong, But Still Growing

Every now and then Teamsters congratulate themselves on what appears to be fine progress in organization and growth. We compare what we have today in the way of numbers with what we had 20 to 30 years ago and then pat ourselves on the back for doing a fine job.

We may be doing a fine job if we only look at the distant past and compare today's membership rolls with those of decades past. We would have just call for some jubilation. But unfortunately, such a view seems definitely out of place in modern trade union considerations. We should not look at the past, but at the present and at the future. What we should look at are the figures of what we have and what we should have.

When we adopt this point of view we will definitely come to the conclusion that we have not scratched the surface. When we consider how important the motor truck industry has become in American life and then look at our total membership, we can easily see that we are just getting a good start.

The warehousing industry is part of our job and we are just getting a start in that field. In the food, canning and processing industry, we are taking our first steps. In the automotive industry which includes service stations, parts houses, parking lots, wash racks and related jobs we are hardly scratching the surface. These are a few of the many classes of work which illustrate how far we have to go before we can do any celebrating.

There are big jobs ahead in many branches of our jurisdiction. We hope to grow and expand through our regional conference setups with the regional and national trade divisions. We hope to grow and expand and this we can do by adhering to our own field and organizing within our own jurisdictional boundaries. Let us go forward as energetically as possible in the months and years ahead—and then maybe we can indulge in some self congratulations, but let us not do it prematurely.

Organization Meeting for Eastern States Conference Set for Washington, Oct. 19-20

REPRESENTATIVES from local unions and joint councils throughout the East will meet in Washington October 19 and 20 to organize the Eastern States Conference of Teamsters.

The historic, two-day session will be conducted at the Statler Hotel.

In announcing the meeting, General President Dave Beck emphasized strongly that all representatives of locals and joint councils in the East should be present for the organizational meeting.

Correspondence regarding hotel reservations should be directed to:

Fred Tobin
International Brotherhood of Teamsters
100 Indiana Ave., N. W.
Washington 1, D. C.

Due to crowded hotel conditions in the nation's capital, delegates are being asked to accept two-to-a-room quarters.

The Eastern States Conference of Teamsters will be patterned after the highly successful Western Conference of Teamsters and the recently-organized Central States Conference of Teamsters.

Trade divisions will be established, and provisions will be made for setting up public relations, statistical and legal staffs.

Officers will be elected, and the delegates will adopt a constitution for the conference.

A policy committee comprised of Teamster leaders from throughout the East will be named to direct overall planning of the conference's activities.

The District of Columbia and the following states will make up the Eastern States Conference of Teamsters: Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, Pennsylvania, New Jersey, West Virginia, Maryland, Delaware and, tentatively, North and South Carolina.

Organization of the new conference in the East will bring the International Union a step closer to its goal of four perfected National Conference groups, with smoothly coordinated trade divisions and specialized staffs serving each. Such conference services have proved strikingly successful in the West, with all locals reflecting that success in increased strength, and the story is being paralleled in the Central States.

General President Beck Named to AFL Executive Council; Appeals for Unity

AS THE INTERNATIONAL TEAMSTER was going to press, announcement was made that General President Dave Beck had been honored with election as Executive Council member and vice president of the American Federation of Labor.

President Beck fills the vacancy on the Executive Council created by the withdrawal of the Carpenters' Union and its president emeritus, William L. Hutcheson, from the AFL.

Expressing surprise at his selection, President Beck declared, "I had absolutely no knowledge I was

being considered for the Executive Council. . . ."

One of the Teamster leader's first pronouncements after being named to the Executive Council contained a fervent hope that all labor "can find the road to travel to bring the entire labor movement together, including the CIO and the United Mine Workers."

In assuming the Executive Council post, President Beck joins another Teamster on the AFL governing body, General President-Emeritus Daniel J. Tobin.

Following is the statement issued

by President Beck to THE INTERNATIONAL TEAMSTER following his election:

"I had absolutely no knowledge I was being considered for the Executive Council, and my sponsorship was entirely due to Daniel J. Tobin, who placed my name before the Council and prevailed upon his associates to support his nomination. I am again delighted to be sitting in close association with my friend, Dan, and in being afforded the opportunity of working in close association with him and my other friends on the Council.

"There are great days ahead for the American Federation of Labor, and I sincerely hope that we can find the road to travel to bring the entire labor movement together, including the CIO and the United Mine Workers."

Congress Leaves Much Undone

*Record of 83rd Is Distinguished
Chiefly by the Bills It Failed to Pass;
Nothing Comforting Offered for Labor*

NEW political and economic trends favoring big business, action releasing natural resources for private exploitation and a failure to act on a number of basic issues marked the work of the first session of the 83rd Congress. Congress adjourned early in the morning of August 4 after making what can be charitably described as a "mixed" record.

LOST GROUND

Labor finds small comfort in action of the new Congress under the Eisenhower Administration. Labor feels that it has either lost ground or has failed to win basic advances which it had been led to believe would be forthcoming during the 1953 campaign.

Teamsters have particular reason for being critical of the recently closed session of Congress. No action was taken on the Taft-Hartley revision despite extensive hearings in the House and Senate. Representatives of the International Brotherhood of Teamsters appeared before congressional committees with constructive suggestions on revision, but these suggestions like those from other segments of organized labor were ultimately unacceptable to Capitol Hill. Further action on Taft-Hartley will be sought next year and

political observers in Washington see possible revision efforts by the Republicans in 1954, which is a political election year.

The House of Representatives passed a bill which would deprive the Interstate Commerce Commission of the authority to regulate trip leasing. The bill failed in the Senate, but action was taken to hold up regulation nevertheless. A full discussion of this battle appears elsewhere in this issue.

Safety work of the ICC was in jeopardy, but prompt action by General President Dave Beck and the

Independent Advisory Committee on the Trucking Industry wrought last minute changes for the better.

Efforts were made to induce the Administration to name one or more appointees to the Interstate Commerce Commission who have a background and understanding of motor transport. General President Beck personally urged consideration by the White House of men who know and understand trucking. At no time did he ask that a labor man be named and he so stated this policy in numerous public declarations. The ICC appointments were made but no Teamster suggestions were followed.

Labor lost ground on the economic front. The low-rent, public housing and slum-clearance programs will die June 30, 1954. Housing thus became a casualty in Congress despite importuning by the American Federation of Labor and other groups interested in housing programs.

RENT CONTROLS END

Rent controls ended last month and the rush for raises by landlords is on. The rents are being raised to varying degrees depending on the available housing in the various localities, the lack of resistance by

tenants or lack of protection by state or local statutes.

Interest rates were given a boost in a "hard" money program of the Administration all of which adds up to higher mortgage outlays and higher costs of many items influenced by the new currency problem. So drastic was the reaction to this policy by the general public and small business that the Administration in recent weeks relented and backtracked somewhat on the money policy.

The Administration successfully fought standby control legislation sponsored by one of the Senate's most conservative members, Homer Capehart (Rep., Ind.).

In recent weeks the cost of living has reached astronomical levels and despite campaign promises to give the housewives a break, living costs have continued upward. Moreover, in the final days of Congress trial balloons were sent up by the National Association of Manufacturers endorsing a national sales tax. The tax problem definitely has the Administration in a serious situation and a sales tax is seen by some as the answer. We may expect a heavy barrage of propaganda over the next several months in behalf of a sales tax.

"GIVE-AWAY" TREND

One of the phases of the congressional program of which labor is most critical is the so-called "give-away" trends. Under these steps the offshore oil has been ceded to the states without even the protection of an oil for education amendment. The oil legislation whereby a few states are given property belonging to the entire nation set a precedent for other giveaway legislation—timber, grazing lands, mineral rights, etc. Only an aroused public opinion, believes labor, can prevent further depletion of the national wealth for private exploitation in the next session of Congress.

Teamsters are on record in their Western Conference session two months ago as criticizing the efforts of the power interests who would erect small dams and thereby make it impossible to build a large multipurpose dam at Hell's Canyon in Idaho. This attitude of the Western Conference has been echoed by or-

ganized labor generally. As this issue of THE INTERNATIONAL TEAMSTER was being prepared for press hearings were still under way on the issue of what type of dam will be authorized.

DODGED STATEHOOD BILLS

One of the big failures of the first session of the 83rd Congress is found in the treatment given Alaska and Hawaii statehood. Both territories had been led to believe that favorable consideration would be given to change them from territorial status to that of full fledged statehood. This issue will be high on the 1954 agenda when Congress returns.

Congress failed to come to grips with the tax program although fiscal welfare ranks as a top priority problem. The excess profits tax was extended after reactionaries had threatened to give relief to business with no corresponding relief to the little guy. This was too much for the Republican leaders who bore down on Congress and insisted on extension. As heretofore indicated

the tax problem will be a top topic in 1954.

Of profound significance during the past six months is the trend in the regulatory agencies. While action on this front is primarily an executive matter, favorable action from Congress is necessary before such action can become operative. The personnel of agencies is being changed and with these changes are coming new trends highly favorable to big business and unfavorable to labor and the little guy. Congress has gone along with the movement to dislodge proved administrative leadership in agencies in favor of new officials whose economic views are on the ultraconservative side.

LABOR DEPARTMENT CUT

Changes are being made in the Federal Trade Commission, the National Labor Relations Board, the Federal Power Commission, and other agencies which directly affect the working man.

The Republicans had promised a "strengthening of the Labor Depart-

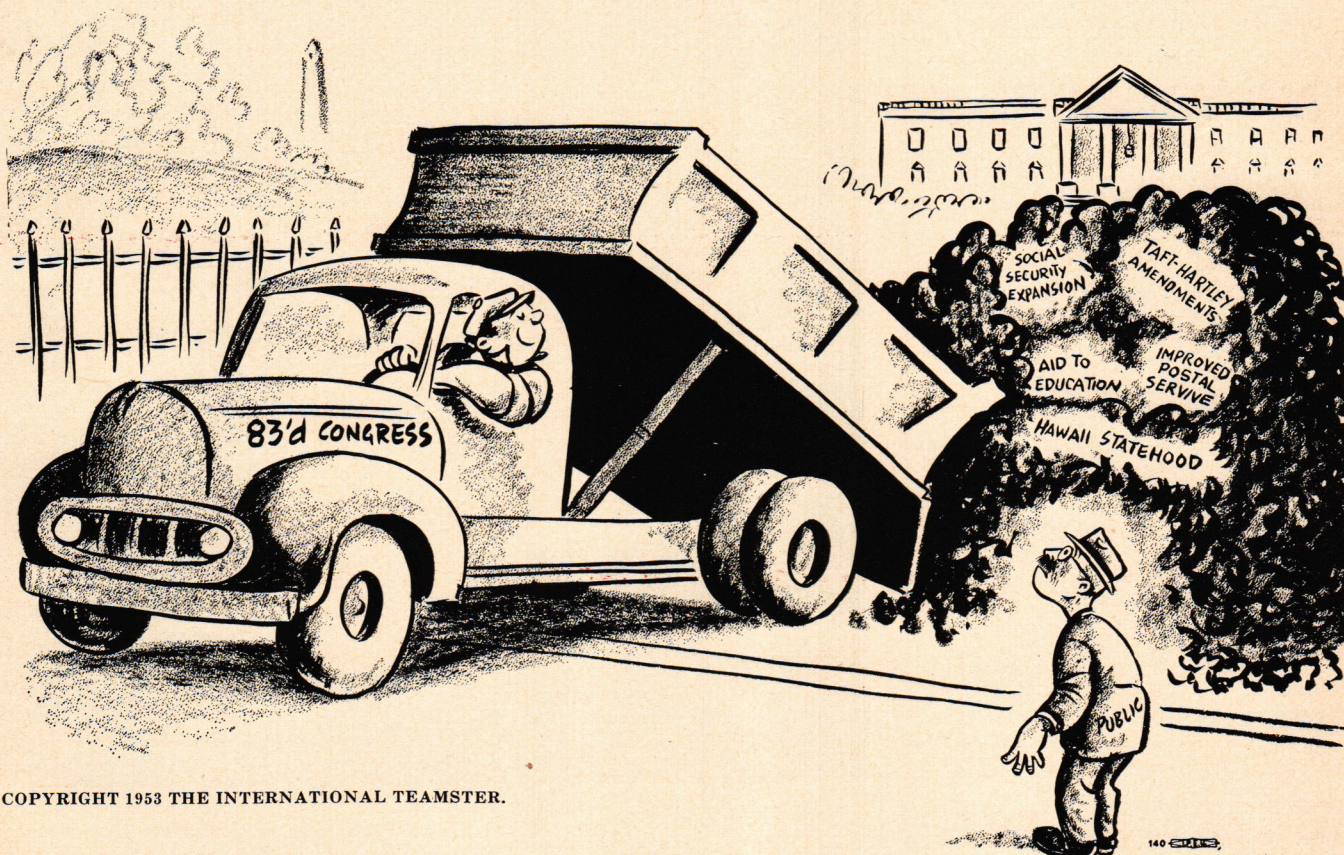
ment" but Capitol Hill seems to have gone out of its way to make serious cuts in the departmental budget. A strong bipartisan fight was necessary to enable the agency to come out as well as it did—the final cut for the department was 14.4 per cent in administrative budget totals. Efforts were also made to weaken Walsh-Healy and other regulatory acts of the Department of Labor.

FARM PICTURE MUDDLED

One of the inconsistencies of the administration and of Congress lay in the farm price situation. The new administration had come into office on a strictly decentralized, no-help-from-Washington rugged individualistic program. But in recent weeks the Department of Agriculture has been busy recouping as much support as possible from enacted farm legislation. The drop in farm prices has Congress worried about the economic welfare of the farmer and the nation and one of the first problems homecoming Con-

(Continued on page 30)

Dump Truck



COPYRIGHT 1953 THE INTERNATIONAL TEAMSTER.

FOUR ST. LOUIS BREWERIES SIGNED

ANOTHER step toward uniformity in wages, hours and conditions was taken last month when four Teamster locals in St. Louis, Mo., concluded a settlement with four breweries following more than a month's negotiations.

The four breweries with whom the Teamsters were negotiating were Anheuser-Busch, Inc.; Falstaff Brewing Company; Stagg Brewing Company and Griesedieck Brothers Brewing Company.

Four local unions were participants in the joint negotiations which were carried on under the chairmanship of Robert Lewis of Local 6. The locals concluding the successful agreement are Brewers and Malsters Union Local 6; Beer Drivers Local 133; Oilers, Firemen and Maintenance Local 367, and Mill, Grain and Syrup Workers Local 368.

The agreement which was ratified by the local union members provides:

- a 25 cents per hour boost across the board retroactive to March 1, 1953;

- an increase from five cents an hour to 10 cents on the afternoon shift and 12½ to 15 cents hourly on the midnight shift;

- four weeks vacation for 20 years service and one day extra vacation for every year of service past the fifteenth year;

- an automatic wage increase of 10 cents an hour across the board March 1, 1954;

- a five-point improvement program in the present welfare plan;

- other minor concessions leading to improved conditions.

According to the negotiating committee the total hourly package excluding the ten-cent boost due next year would be approximately 45 cents.

Of particular interest to those in the brewing industry is the fact that the negotiating committee was in contact with other brewery locals

NEGOTIATOR DIES

John Herleth, financial secretary of Local 6, Brewing, Malting, Yeast & General Labor Union, died one day before the final settlement of the brewery workers' contract. He had been a member of the union 40 years and had worked in a brewery up until six years ago.

Secretary Herleth had a deep and sincere love for his organization and was a tireless, devoted worker in behalf of his fellow union members.

through the Central States Conference of Teamsters, the National Conference of Brewery and Soft Drink Workers and other regional conference and joint councils.

Local union and trade division representatives from all parts of the

country have been able to keep each other informed of progress in brewery union affairs and through mutual information and counsel are able to effect steps leading toward general uniformity in wages, hours and conditions. The interchange of information on brewery worker conditions, according to the St. Louis committee, is enabling the local unions in the brewery industry to bring to many workers benefits which they have long been deprived of due to the ability of employers to exploit labor differences.

The St. Louis committee included:

Robert F. Lewis, John Herleth, Louis Burger and Edward Goedeker, Local No. 6; Kenneth Beerhalter, Walter Krell and George Smith, Local No. 367; Joseph H. Paust, Henry Hubeli, Mike Leonard, John Taylor, Albert Rhodes, Oscar Stienkemp and Earl Loddeke, Local No. 133; Phillip J. Collins, Andrew Niemeyer, Cliff E. Burns, Clarence E. Keller and Joseph B. Dumas, Local No. 368.

Newark Brewery Local Gets Charter



NEW CHARTER is presented by Teamster Chief Economist Dave Kaplan (right) to Walter Ruhnke, secretary-treasurer, Local 19, Newark, N. J. This was formerly Federal Local 24251. Locals have been chartered recently among brewery workers in New York City, Troy, Albany and Buffalo, N. Y.

*Wage Increases, Better Conditions,
Health and Welfare Plan Are Won
For Teamsters in West As*

CALIFORNIA CANNERY STRIKE IS SETTLED

WAGE gains, improvement in conditions and the adoption of the Teamster health and welfare plan marked a cannery workers victory in Northwestern California following a seven-day strike which ended August 5.

Settlement came after protracted negotiations. From July 29 until 2:40 a. m., August 4, the negotiators met in continuous session. The multimillion dollar fruit peach crop was almost ready for processing.

Principal parties in the disputes were the Western Council of Cannery & Food Process Workers Unions and the California Processors & Growers. The industry group numbers some 40 firms and during peak seasons employs upwards of 60,000 Teamster members at 65 plants. The cannery workers have a master agreement with the industry group. An additional 40,000 cannery workers are employed in the 45 plants of the Independent Cannery & Freezers. These independents always follow what contracts are negotiated with the California Processors & Growers in what is known as the C. P. & G. Master Agreement.

The settlement as finally made and ratified by the members included:

- Wage increases from 8 to 10 cents hourly.

The wage hikes in the California canning industry represent increases of \$100,000 a day or \$2,500,000 per month in the peak season of the industry which lasts about six months.

- The Teamster health and wel-

fare plan was adopted for all regular workers and their dependents; this group numbers about 8,000. The problem of establishing a health and welfare program was one of the obstacles to final settlement of negotiations with the processors which had begun last January. The agreement between the cannery workers and employers expires March 1 each year.

Until July 1 the employers and cannery workers were far apart on the issue of health and welfare until negotiations were broken off and a strike in the industry was imminent.

The problem of negotiating a health and welfare plan was discussed extensively by the Western Cannery Council representatives at the recent Western Conference of Teamsters in Seattle, Wash. During that period the Teamster general executive board voted strike sanction to the cannery council in case it should feel it necessary to invoke that remedy.

The industry attempted to put over what one cannery council official called a "phony proposal" and contacted all the workers in an effort to sell its particular bill of goods. Teamsters countered these efforts with special meetings of the locals in which members flatly rejected industry proposals and gave full support to cannery council representatives entrusted with the negotiations.

- Improved conditions included payment of 2½ times straight time for all holidays worked and a 4-hour guaranteed call-in time for all workers. These improved conditions

were part of the items ratified by the members after the negotiating committee had come to an agreement.

The long struggle for improvement in the contract with the California processors began early this year and months of conscientious negotiation proved futile. Every possible means of coming to a satisfactory agreement was attempted before a strike was called in the industry. With the exception of a short isolated strike in a few plants in 1941 there have been no difficulties in California in the industry since 1937 when organization became effective.

The cannery council mobilized Western Conference leadership as well as leaders of the cannery workers in the West in behalf of securing a better contract for the workers. The committee was composed of Frank W. Brewster, president of the Western Conference of Teamsters and an international vice president; International Vice President Joseph J. Diviny, San Francisco; George E. Mock, international organizer, and Pete Andrade, secretary - treasurer and director of the Western Cannery Council.

The committee was augmented by representatives of the California State Cannery Council which included Vern Pankey, president; Hal Angus, secretary, and Local Secretaries Ed Felley, No. 679, San Jose, and John Dillon, No. 601, Stockton.

In the interest of reaching an agreement several conciliators from the Federal Mediation and Conciliation Service and one from the state service worked steadily from shortly after the strike began. Federal Mediators George Hillenbrand, San Francisco; Jules Medoff, Fresno; John Fento, Los Angeles, and State Mediator Tom Nicolopoulos participated in the efforts to bring the dispute to an amicable conclusion. Both the cannery council representatives and the employers paid tribute to the aid of the conciliators.

Settlement of the dispute with a victory for the cannery workers brought new advances in the industry and demonstrated the value

(Continued on page 29)

LOCAL 89 SETS UP 'A LIVING MEMORIAL'



BY PICTURE of Pat Ansboury following presentation ceremony are, left to right: The Rev. Alford E. Horrigan, president of Bellarmine College, which received \$25,000 grant; Dolores Bellucci, secretary-treasurer, Local 89, and Gilbert Greene, Sr., one of local's oldest members and a trustee on Executive Board.

MEMBERS of Local 89, Louisville, Ky., have voted to give a grant of \$25,000 to Bellarmine College, Louisville, as a living memorial to their recently-deceased veteran business agent, Pat Ansboury.

LARGEST DONATION

It will be the largest single donation ever made to the college and will consist of \$15,000 spent on books covering the field of organized labor and labor relations which will be added to the college's library. The books will be kept in a special section. The remaining \$10,000 will be spent for a labor-relations classroom at the institution, according to Mrs. Dolores Bellucci, secretary-treasurer of the local.

Plaques in memory of Brother Ansboury will be hung in the classroom, testimony to the interest he had displayed in workers' education.

Ansboury was a sparkplug of trade union organization in Louis-

ville for 15 years. After coming to this country from his native Ireland in 1921 he did organizational work with the United States Mine Workers at first. Later he shifted to the Progressive Mine Workers. In 1937 he took a job as a hod carrier in Louisville. On his way home one evening he saw a group standing outside a plant. Learning that they were considering a strike, he immediately stepped in, produced a tent and an American flag, set up a picket line and started running the strike. The dispute kept up for three years, at the end of which Ansboury won, back pay was given the strikers and Ansboury was "launched" in Louisville labor.

3,800 MEMBERS

He built the Louisville local up from virtually nothing until today it has about 3,800 dues paying members. He has negotiated a series of contracts over the years which have

brought wages up to today's scale from a meager \$15 a week and the hours down proportionately from a high of 90 hours a week when he took over.

Despite the fact that he was tough in negotiations, management respected Ansboury and knew he always honored his contracts. He was a civic leader and, during the war, picked to head a scrap metal drive, he marshalled 2,000 trucks and 5,000 volunteer drivers and produced more scrap than had been deemed possible.

When he died from a heart attack last September 28, it took six trucks to carry the floral tributes. There were 126 cars in his funeral cortege; said by a Louisville police official to have been the largest he had ever seen.

As the donation in the form of a memorial was announced, Paul W. Priddy, president of Local 89, declared that the gift "is for the work Pat would have tried to achieve if he were living."

Teamster Attorneys Schedule Meeting

Teamster attorneys from throughout the country will assemble in St. Louis September 11 for the first general meeting since the organizing session of the National Council of Teamster Lawyers in Chicago last March.

The St. Louis session, called by Council Chairman Clarence Beck, will consist of a series of seminars, which will take up several current subjects of vital interest to Teamsters, including organizing drives and the restraint of trade.

It is expected that key men in the various Trade Divisions, Joint Councils and Locals will sit in as observers.

Harry C. Craig will serve as chairman of the program committee. Other committee members are David Pravian, Milwaukee; Daniel Carmell, Chicago; Robert C. Knee, Dayton, and Lester Asher, Chicago.

The meeting will open in St. Louis 10 days before the annual convention of the American Federation of Labor.

NATION TO MARK 'TRUCK WEEK'

TRUCK Transportation Week will be celebrated throughout the United States November 16-22, with dinners in major cities held under the auspices of leaders of labor, employers, operators and suppliers in the trucking industry.

Plans for the national week devoted to recognition of the place of motor transport in economic life are being made under the auspices of the Independent Advisory Committee to the Trucking Industry of which General President Dave Beck is chairman.

The week's celebration plans will be spearheaded by large dinner programs at Washington, D. C., and in New York City. President Dwight D. Eisenhower has been invited to be the guest of honor at the dinner to be held in the Mayflower Hotel in Washington, D. C. The New York dinner will be held at the

Waldorf-Astoria. The Washington program will be held the evening of November 17.

Co-chairmen of the celebration affair include Walter F. Carey, president of the American Trucking Associations; Roy Fruehauf, president of Fruehauf Manufacturing Company; B. M. Seymour, president of Associated Transport, Inc., and General President Beck.

As this issue of *THE INTERNATIONAL TEAMSTER* was being prepared for publication plans were being made to enlist the full cooperation of all phases of the trucking industry. Outstanding speakers were being invited in behalf of the programs planned in recognition of the trucking industry. A policy committee on the celebration had been set up and was to be responsible for the success of the general undertaking. Included on this policy committee are Vice President Einar

Mohn and Guy Williams representing the Teamsters; John V. Lawrence, managing director, and Walter W. Belson, public relations director, American Trucking Associations; M. D. Kramer, assistant to the president, Associated Transport; John B. Hulse, managing director, Truck-Trailer Manufacturers Association; L. C. Allman of the Allman Company, Inc., Detroit, Mich., and George J. Coy, executive secretary of the committee.

The invitation to President Eisenhower was sent by President Beck on behalf of the committee. The invitation said the programs being planned would "... signalize the achievements of the trucking industry in the development of our country's pre-eminence and its long and proud record of public service in peace and war."

In commenting on plans for the trucking celebration President Beck said, "This is a rare opportunity for all elements of the trucking industry to show the general public the place which motor transport occupies in modern America. This is an opportunity for this industry to do a great educational job on behalf of motor transport. . . ."



CELEBRATION PLANNING is under way here by the Policy Committee of Truck Transportation Week November 16-22. The week is being sponsored by the Independent Advisory Committee to the Trucking Industry. The committee met in Washington in mid-August to plan the program. Seated (left to right): John M. Redding, committee consultant; Walter W. Belson, public relations director, American Trucking Associations; Edward T. Cheyfitz, public relations consultant to the Teamsters; Teamster Vice President Einar Mohn; John V. Lawrence, managing director, American Trucking Associations, and L. C. Allman, president, Allman Company Inc. Standing: George J. Coy, executive secretary to the policy committee; Robert Viano, public relations consultant, the Benjamin Sonnenberg organization; James F. Land, the Allman Company; Jay Scott of the Sonnenberg organization; Richard C. Allman, vice president, the Allman Company, Inc.; M. D. Kramer, assistant to the president, Associated Transport, Inc.; John B. Hulse, managing director, Truck-Trailer Manufacturers Association; Guy Williams, public relations consultant to the Teamsters, and Arthur Condon, general counsel of the Independent Advisory Committee.

TRUSTEES MAKE SEMI-ANNUAL AUDIT



ACCOUNT LEDGERS of the International Brotherhood get a thorough going-over as the trustees join General Secretary John English, seated left, for their regular audit. With Mr. English are John Backhus, Paul D. Jones, and John Rohrich.

The semi-annual audit of the account ledgers of the International Brotherhood was undertaken last month by the International trustees—John Rohrich of Cleveland, Paul D. Jones of Los Angeles, and John Backhus of Philadelphia.

With the assistance of General Secretary-Treasurer John English, they studied and checked carefully all receipts, bills, and disbursements which had accumulated since the previous audit. They made an additional audit of bank accounts, bonds, and investments.

When their work was completed during the first week of August, they gave "a clean bill of health" to the International's financial status and returned to their respective cities.

The work of these three members of the Brotherhood cannot be over-emphasized. Their semi-annual "look at the books" at General

Headquarters is an additional assurance to the membership that the union is functioning at a high degree of efficiency. They come from three major Teamster centers of the nation to serve a brief stewardship, and they do their job quickly and well. A few months from now they will return to Washington and check the International accounts again.

The work of the trustees supplements the regular audit of the books and records conducted every three months by Certified Public Accountants. The Brotherhood retains a competent firm of CPAs for this important task.

Taking the work of the CPAs and the trustees together, we see that the accounts are checked approximately six times a year—certainly a thorough check on International financial matters and a service about which we can all be proud.

Dairy Policy Group Meets

Steps toward planning to help organize a Dairy Division in the Eastern States Conference of Teamsters to be formed soon were taken by the Policy Committee of the National Dairy Division last month. The division met July 29-August 3 at Atlantic City, N. J.

Problems of jurisdiction in the dairy field were fully explored and a number of complaints concerning infringement were discussed. The committee took action referring a number of specific infringements to the attention of the Teamster general organizers in the affected areas.

The organization of an active Dairy Division in the new conference was the subject of extended discussion. Policy Committee members from the West described the success of cooperation through a trade division setup in the Western Conference of Teamsters. Members from the Middle West said that their division had recently been organized as part of the Central States Conference of Teamsters. Policy Committee members said that advance planning in connection with a proposed Dairy Division would enable the new conference to begin functioning with a high degree of coordination and thereby avoid any unnecessary delays in trade division operations.

The problem of jurisdiction of imitation ice cream products was another major topic of discussion. It was pointed out that while many general locals have asserted jurisdiction that there is a general feeling in the Teamsters that jurisdiction should be exercised in the imitation ice cream products field.

Turnpike Killer

Rewards totalling \$11,000 have been offered for capture of the murderer of two truck drivers on the Pennsylvania Turnpike. Police said the drivers were slain while sleeping on the roadside.

The Teamsters' Union offered a \$5,000 reward, the Pennsylvania Motor Truck Association \$5,000, and the Continental Transportation Lines, Inc., of Pittsburgh, \$1,000.

RAILROADS PREFER CONFUSION OVER FACT

RAILROADS obviously prefer propaganda and confusion to facts in their high-priced campaign to stifle the growth of the trucking industry.

This fact, so often demonstrated in the past, was reemphasized recently in statements to a subcommittee of the House Public Works Committee by the American Trucking Associations. The ATA pointed out that the railroads asked to give testimony to the committee, then stalled until the last minute and gave out "canned propaganda" as statements, so railroad spokesmen would not be subjected to rebuttal and questioning.

The rail statements repeated the worn-out accusation that the trucking industry is "subsidized." Testimony to the committee by the ATA cited the fact that the railroads opposed a bill in 1950 which would have authorized the Bureau of Public Roads to determine whether or not trucks pay their share of road costs.

Confronted with the opportunity to prove the worth of their charges, the railroads picked up their marbles and ran home.

The railroads adopted the approach in their charges to the committee that secondary and tertiary roads have been neglected in favor of primary roads. The statement implied that the main highway system was being built up as a favor to the trucking industry.

In response to this, the ATA pointed out that highways are built and planned by recognized authorities seeking to serve the best interests of the nation from an economic and defense standpoint.

Then the ATA statement leveled a charge which should cause every citizen to start thinking: Real motive behind the railroads' relentless attack on the trucking industry, the statement declared, is an attempt to hamper all forms of highway transportation.

Without first-class primary roads, it would be more difficult for Americans to travel around the country in their automobiles. More of them would have to ride trains.

How badly the railroads need some of that passenger revenue was cited by the ATA testimony.

"From the railroad point of view," the statement said, "the competition of the private passenger car actually is far more serious than the competition of trucks. The rails realize large profits from their freight operations which are competitive with trucks, but suffer severe losses in their passenger train operations."

The railroads apparently feel that if they can agitate government agencies to cut back on main highway construction, they can recapture some of the long-distance passenger revenue they have lost to the family auto.

The ATA statement was offered the committee by John V. Lawrence, ATA managing director, and William A. Bresnahan, research director. The statement recommended:

- Repeal of all federal automotive excise taxes.
- A policy of non-linkage between federal excise tax yields and federal aid to highways.
- Qualified opposition to toll

financing except where demonstrated by public demand and special circumstances.

- Allocation of more federal money to the Interstate System of Highways.

- Special attention to improvement of physical characteristics and warning signs on highways.

- Continuation of the Bureau of Public Roads.

The subcommittee studying the transportation picture is headed by Rep. J. Harry McGregor (R., Ohio).

Meantime, in another important development in the rail-truck controversy, a federal judge has ruled that the anti-trust suit by 37 trucking companies and the Pennsylvania Motor Truck Association against a group of Eastern railroads and their publicity firm must go to trial.

Judge Thomas J. Clary had been asked by the railroads to dismiss the \$250 million triple damage suit. But he declined, with this comment:

"Certainly, if the effect of the conspiracy is to increase the cost of operation of the truckers, thereby increasing consumers' costs, an injury to the public is effected."

The suit charges the Carl Byoir & Co. publicity firm and the Eastern Railroad Presidents' Conference with conspiring unlawfully to restrain competition.

The petition of the truckers accuses the rail propagandists of conducting a campaign of vilification against the trucking industry through supposedly disinterested individuals and "front" groups.

Vice President Lee Named Delegate To British Trade Union Congress

A testimonial dinner honoring Teamster Vice President William Lee upon his appointment as American Federation of Labor fraternal delegate to the British Trade Union Congress was held in Chicago August 13.

More than 2,000 persons, representing business, government and labor, paid glowing tribute to Lee, lauding him for his outstanding leadership as president of the Chicago Federation of Labor as well as

his role in the Teamster movement.

General President Dave Beck was principal speaker at the dinner. Other outstanding speakers included General President Emeritus Daniel J. Tobin, A. F. of L. President George Meany and Samuel Cardinal Stritch, Archbishop of Chicago.

Brother Lee will leave New York the latter part of August for the Congress, which will be held on the Isle of Man, off the coast of England.

TEAMSTER TOPICS

Local Gives Bookmobile

"We believe in the cause." With those words, Paul Priddy, president and business agent of Local 89, Louisville, Ky., presented a \$3,000 check to the Kentucky Bookmobile Project. That amount will send a new bookmobile on the road, filled with books.

The Louisville local, Kentucky's largest union (8,000 members) was one of the first sponsors of the bookmobile project. Members of the local donated their services to man trucks, loaned by management, to collect books in a city-wide give-a-book campaign.

Stamp for Trucking

Fiftieth anniversary of the nation's trucking industry will be commemorated with a special stamp issued by the Post Office Department. Postmaster General Arthur Summerfield

announced the stamp will be issued October 27, 1953.

Details of design and color are to be announced later.

The plan for a commemorative stamp honoring the trucking anniversary had the support of the Independent Advisory Committee to the Trucking Industry, which General President Dave Beck serves as chairman.

BLE Leader Dies

Teamsters sent condolences to the family of Mr. J. P. Shields, Grand Chief Engineer of the Brotherhood of Locomotive Engineers, upon his sudden death recently.

Mr. Shields was from Cleveland, Ohio. General President Dave Beck in his wire to the Brotherhood, expressing his sympathy, said "The sympathy of our Brotherhood of Teamsters is extended to you and

your entire membership, for your loss is the loss of a fine and conscientious leader whose influence and effort will always be reflected in the progress of your organization. The official family of the International Brotherhood of Teamsters here joins me in the spirit of this message."

The late leader is succeeded as Grand Chief Engineer by Guy L. Brown.

Southern Bouquet

The rest of us may use our horns too much, fail to make proper signals, get impatient with pedestrians and others—but the truck driver can plead not guilty.

Miss Ansley Ketchin, woman's editor for the *Greenville Piedmont*, in her column "The Feminine Side," said recently of truck drivers, they are the men who keep chivalry alive on the highways "regardless of the rest of us."

Miss Ketchin was particularly impressed by the thoughtfulness of truck drivers on the long hauls. "On the long flat roads of Georgia and Northern Florida," she wrote, "where the cows have 'free range' and terrify the drivers, the truckers frequently use a blast of their powerful horns to scare the bovines back into the swamps, leaving a clear road for cars, then slow down so the cars can move ahead."

Concluding that "the men in the cabs are nice to have on the road," she said that the great majority of truck drivers behave so well they have earned the title "modern knights of the road."

Victory in Jersey

The last big grocery warehousing operation in New Jersey to remain unorganized has finally come into the Teamster fold. More than 500 employees of the A & P warehouses in Newark, Hawthorne and Paterson have now been organized and are covered by a recent agreement.

The drive was conducted by Com-

Twenty Years and No Accidents!



FRANK MESSENGER of Local 680 Milk Drivers and Dairy Employees of New Jersey carries a special safety award today—acknowledgment of twenty years of driving without an accident. The presentation was made by Leo Carlin, president of Local 468 and Mayor of Newark. Left to right are: Larry McGinley, president of Milk Drivers Local 680, John Zinn, manager of Borden's Milk Company of Newark, Mr. Messenger, William Siemers, vice president of Borden's, and Mayor Carlin. Mr. Messenger, a routeman for Borden's, is one of the many Teamster milk drivers who serve over sixty-nine million people with milk entirely by truck.

mission Butter & Egg Drivers and Porters, Local Union 863, of which Julius Feldblum is president, and Fred J. Gravagna is secretary.

Increase in Louisville

Members of Local 89, Louisville, Ky., employed in the Atlantic & Pacific Tea Co. warehouse, have won increases ranging from five to twenty cents an hour in a new contract. The contract covers 120 men and women warehouse employees.

55 Pints!

Teamster Lynn A. Stark of Portland, Oreg., has given 55 pints of blood to the Red Cross since 1941. Stark's brother was killed in the South Pacific in 1943. Doctors said blood might have saved his life. Since then, the Portland Teamster has given blood every 60 days.

Terminal Additions

A \$2,000,000 terminal modernization programs is under way by West Coast Fast Freight, Inc., with headquarters in Los Angeles, Calif.

New terminals are being built at

Pride in Union



NOVEL and excellent use of the shop sign is shown in this photo from Pittsburgh. Robert M. Verno, Local 250, Beer Distributor Drivers, is the driver for a Budweiser distributor who believes it's just good business to advertise union service.

Tacoma, Wash., and Salem, Oreg. Plans are on the boards for new

installations at San Francisco, Los Angeles and Sacramento, Calif., and Missoula, Mont.

New terminals have already been built under a three-year program in Portland, Oreg., Spokane, Wash., and Moses Lakes, Wash. Substantial additions and improvements have been made at Oakland, Calif., and at Wenatchee and Yakima, Wash.

New I.C.C. Members

Two new members of the Interstate Commerce Commission took office last month—Kenneth H. Tuggle of Kentucky and Howard G. Freas of California.

Tuggle takes the post vacated by Walter M. W. Splawn, 70, who retired. His term was to expire December 31, 1954. The new commissioner practiced law in Kentucky 25 years and served as a circuit judge in his state.

Commissioner Freas succeeds William E. Lee who retires after 23 years service on the I.C.C. The new commissioner is a public utility rate expert of the California Public Utilities Commission. Commissioner Lee's term was to have expired December 31, 1959.

NLRB Chairman



NEW NLRB CHAIRMAN Guy Farmer is a former associate general counsel of the National Labor Relations Board. He has been in private practice in Washington and is one of first Eisenhower appointees to board.

Cannery Strike Settled

(Continued from page 23)

of trade union solidarity through trade division and conference type organization. Of major economic interest to the industry also was the fact that the dispute was settled without any loss in the multi-million dollar fruit crop.

In reporting on the outcome of the strike, Director Andrade said that "we, in the Western Cannery Division wish to thank Bill Williams of Local 117, Seattle Wash.; John Sweeney, Oregon International Representative; Jim Hagen, Western Conference of Teamster organizer; Joint Council 7, San Francisco; Joint Council 38, Stockton; Joint Council 42, Los Angeles; the Western Warehouse and Produce Council and all of the local unions affiliated with the Western Conference of Teamsters who supported us directly and indirectly during the strike."

Particular credit in the proceed-

ings was extended to Vice Presidents Brewster and Diviny and Organizer Mock.

"Without the conference type of organization," commented Andrade, "as we have in the Western Conference and without the complete support of the International Union and its General Executive Board, headed by President Dave Beck and without the complete and undivided coordinated support of our forces, included among whom were 2,500 drivers of our Highway Drivers Council, it would have been an actual impossibility to win in the short space of time of seven days."

The job of reaching the agreement was described as "a difficult one," but one which was a dramatic demonstration of unity among Western Teamsters and one which was considered "a good settlement."

Mail-Trucking Survey Under Way

(Continued from page 17)

First: efforts are being made to develop procedures under which it will be easier for trucking operators to enter into the mail hauling field. Under present procedures all mail hauling contracts are let under the authority of the so-called Star Route Act. This statute, on the books since March 3, 1845, provides for the so-called "star routes" as auxiliaries or complements to railroad hauling. Efforts are being made to explore ways and means whereby mail contracts can be let under authority outside the old statute. Attorneys for the Teamsters, the American Trucking Associations and the Post Office Department are studying this matter. It is believed, says Redding, that authority to let mail hauling contracts is not limited to the star route statute.

Second: plans are being explored for an experimental "pilot run" of mail hauling by truck under conditions in which rail service has been discontinued or greatly curtailed. During the last 20 years the railroad industry has reduced the number of mail hauling trains from 18,700 to 6,000 or a cut of more than two-thirds. The rails have had a 95 per cent boost in mail rates for transport and now seek another 45 per cent.

The so-called pilot run would be an experimental test transport operation lasting from three to six months and would enable the Post Office Department to check all factors of mail hauling and all type of mail in the pilot project. As this issue of THE INTERNATIONAL TEAMSTER was ready for publication no pilot project had yet been determined by the Post Office Department.

Third: efforts are being made to bring into a wide area of agreement various elements of motor transport, including employees and operators, particularly. The Teamsters have a special stake in developing the program of agreement which will lead to increased volume since it would mean more work and more jobs for Teamsters. Union spokesmen have also declared emphatically for the

need of a safety code in procedures of mail hauling contracts and have likewise sought guarantees of prevailing wages under the contracts. Meetings are being held with Teamster participation at which these general problems are being thoroughly explored.

The preliminary investigations made by Redding indicate strong potentialities for saving taxpayers' money and for speeding the mails. Mail hauling service to date indicates that motor transport offers premium service and economy prices and the new report from the Advisory Committee is likely to prove a revelation to the public and Congress alike, it was predicted in Washington last month.

Congress Leaves Much Undone

(Continued from page 21)

gressmen will sound out will be public opinion among farm constituents.

With regard to the relationship of the President and Congress two factors are outstanding, according to Washington observers: one the strong support given the Eisenhower program by the Democrats (in many cases far stronger than that extended by the GOP) and the failure of the new President to exercise strong leadership in his legislative program.

President Eisenhower would have been hard put to get across any of

his legislative program without Democratic support. This was particularly true in the foreign aid and other overseas programs. Failure of Eisenhower to exert strong leadership has been criticized by some of the President's closest supporters who now believe that a new situation will confront the chief executive in January. The new situation is created by the death of Senator Robert A. Taft (Rep., Ohio) who held the GOP thin majority together and also won strong bipartisan support on many issues. With Taft gone, Eisenhower's strongest legislative leader will be missing. Failure to exercise strong party discipline on Capitol Hill will make it necessary for the President to exert more leadership in Congress in 1954 than he has shown in 1953.

Another familiar figure in the Senate will be missing, Senator Charles W. Tobey (Rep., N. H.) who died July 24. His loss will be felt by the Teamsters since he not only was chairman of the powerful Interstate Commerce Committee, but he had an understanding of transport problems which proved helpful when any legislation affecting the trucking industry came before his committee.

On the credit side: the recent Congress continued necessary foreign aid and began employing food as a cold war weapon. Some reorganization was begun, but some of the good effects of this was cancelled out by the wholesale removal of personnel from the protection of civil service rules.

Buffalo Salutes Truckers

A colorful parade float sponsored by Teamsters Joint Council 46 was a top feature in the parade which highlighted a six-day "Salute to Truckers" in Buffalo, N. Y.

The big promotion event was sponsored by merchants along Buffalo's Thruway Plaza from June 24 through June 30. In newspaper and radio advertising and other information media, the event stressed the theme: "Along every highway to the Thruway Plaza, America's largest trucking firms rush merchandise

safely, swiftly, economically, to save Thruway Plaza shoppers money."

More than 150 trucks, depicting virtually every phase of trucking operations, paraded through the city to impress viewers with the importance of motor transport in their everyday living.

Joint Council 46's float, featuring a giant Teamster emblem designed with flowers, led the parade through the city. The float hailed Teamsters as "the safest and most courteous drivers in the world."

WHAT'S NEW?

New Filter Element Keeps Oil Clean

Crankcase oil can be kept free from dirt, dust and abrasives by a new filtering element that functions without changing the oil's chemical composition or taking out the refinery-added detergents. The unit, manufactured in Detroit, is credited with operating for 5,000 miles before a replacement is necessary.

Two-Speed, Light Soldering Iron

It only takes 40 seconds for a new, light-weight soldering iron to heat to operating temperature. The pistol-type handle is easy to grip and a touch of the thumb to the button in the handle delivers 100 watts at the tip either for fast heating or for extra heat when the job is heavy. This two speed feature is in addition to the protective substance which plates all tips to prevent deterioration of the copper. Once the unit is heated, it "idles" at 25 watts which is sufficient to maintain the normal tip temperature for continuing operation.

Engine Cleaner Added to Oil

A Chicago firm has recently placed on the market a product which, when added to the engine oil, is said to assure free action of the valve stems, piston rings and hydraulic valve-lifters, etc. This action is in addition to its thorough cleaning of the engine of destructive foreign matter and the by-products of combustion. According to the manufacturer, the solution will not thin or dilute the oil to which it is added or disappear or fade in a few miles of driving.

New Utility Table Versatile, Convenient

An hydraulic utility table with a one-ton capacity and a 24 x 35 in. work top is now being offered by a company in Connellsville, Pa. The versatile work top can be raised or lowered in a locked or unlocked position and can be rotated a full 360 degrees. Also available in two and three ton capacities, the unit provides a two-speed foot pump permitting fast elevation of light loads.

Versatility Featured In New Power Jack

The finger-tip, cam-operated release control mechanism that allows the operator to stop the load at any position or lower it at any speed with a turn of the handle release knob is the special feature of the model D-7600 two-ton service jack. Four inches high at low height and 24½ inches high raised, the jack is equipped with a safety valve to prevent damage from overloading.

Low Battery Drain With Warning Signal

The driver is warned by a signal when air pressures become low through a new indicator from a Philadelphia firm. The unit provides for a reduced drain on the battery and the prevention of destructive arcing at the contact point through the employment of buzzers wound for continuous duty and designed to produce a maximum sound on a minimum of current.

Features of Back-up Pad Assembly Cited

A sanding head, three back-up plates (9, 7 and 5 in.), a special retainer bushing, and a quick-change retainer nut compose a new back-up pad assembly which is advertised as adaptable to all standard grinders and polishers. The discs are said to be secured or removed by one turn of the nut, eliminating any chance of jamming or freezing.

Oil Drain Unit Is Portable, Automatic

A telescopic stand and a detachable drain bowl are the main components of a new portable unit for draining crankcases, transmissions and differentials. By tipping it and rolling it on the edge of its circular base the stand can be wheeled about and the drain bowl, which is lowered by finger-tip pressure on the control latch, automatically locks at any height from 47 to 72 in.

New Design for Heavy Muffler

A new muffler, intended for heavy-duty effectiveness, attributes its silencing action to three design and construction factors: as gases enter the muffler, the partial releasing of extreme exhaust slugs pressures through holes in the intake tube leading into an expansion chamber; a reversing chamber into which the gases pass and execute a complete S flow as they advance; a final chamber in which remaining pulsations and high frequencies are further eliminated.

Complete Clutch Set With Auxiliary Parts

A complete clutch unit, composed of a factory-rebuilt clutch pressure assembly, balanced within required tolerances, and a clutch plate that has been tested for adequate release and smooth engagement after being matched and mated, is furnished in a new clutch set from a Cleveland firm. Auxiliary parts needed to do a complete clutch job are also included in the unit.

Firing Indicator Tests Spark Plugs

Spark plugs having terminals equipped with rubber boots can now be tested with the needle probe of an improved firing indicator, which also incorporates a new method of mounting the high intensity neon tube to decrease shock damage. The condition of the plug being tested in the latter case is indicated by the intensity and evenness of flashing of the neon tube.

Gate Operator With Safety and Speed

Speed, safety and convenience are provided with the new gate operators which automatically open, close, or lock all types of gates and which, in case of power failure, can be disconnected from the motor to permit manual operation. In case the gate should be blocked by any object, maximum safety is provided by the friction clutch which slips until the object is removed.

Utilize Full Heat of Block

A new fitting is now available that permits a V-8 car which presently draws hot water from the heater from only one side of the motor block to tap the opposite side also. The unit consists of the following: a short tubular piece of metal at the lower end of which are male pipe threads; a hose nipple extending at right angles from the middle for the regular heater hose, and female pipe threads at the upper end. This permits heat to be utilized from all eight cylinders.

Emergency Surfacing For Splintered Interiors

A splintered truck interior can be transformed into a smooth surface, permitting first-class freight hauling by a new emergency liner that can be employed for whole or partial linings as well as for patching certain rough areas of a truck or trailer. This reinforced material can be applied either with sensitive pressure tape or with staples and is also recommended to eliminate vacuum sweeps through use as a tail curtain.

LAUGH LOAD

Happy Meeting

After a girl passed through the hotel lobby several times, a polite young man stepped up and asked, "Pardon me, Miss, are you looking for some particular person?"

"I'm satisfied," she replied, "if you are."

Mum's the Word

Tommy had spent a lot of time looking at a bookstall, and arrived home very pleased at what he had seen.

"Dad, I see they've published a new dictionary containing 5,000 extra words."

"Great Scott! For heaven's sake don't tell your mother."

Earned It

"Johnny, who on earth gave you that black eye?"

"Nobody gave it to me, Mom; I really had to fight for it."

It Figures

There was a pile of stones in the road and a lamp on the top of it. An old fellow was in charge.

"What's the lamp for?" he was asked.

"To warn motorists of the pile of stones."

"But what's the pile of stones for?"

"To put the lamp on, of course."

Ancient Wisdom

He who sees his own faults is too much occupied to see the faults of others.—Arabic proverb.

His Reason

"Why didn't you marry?" inquired the young man of the old bachelor.

"Well, you see," replied the bachelor, "when I was quite young I resolved that I wouldn't marry until I found the ideal woman. After many years I found her."

"And then?"

"She was looking for the ideal man," replied the bachelor, sadly.

Know-Nothing

On a little service station on the edge of an Arizona desert hangs this sign: "Don't ask us for information. If we knew anything we wouldn't be here."

Rest Assured

Patient—Will the operation be dangerous, doctor?

Doctor—Now don't you worry about that. You can't buy a dangerous operation for only \$50.

A Stitch in Time

When a man has a rip in his coat and only three buttons on his vest, he should do one of two things: either get married or get divorced.—Anon.

Who's an Idiot?

He was considered the village idiot. People liked particularly to place a dime and a nickel on the palm of a hand and invite him to take his pick of the two.

In each case he would pick the nickel, and the person or persons present would laugh and make merry at his expense.

One day a kindhearted man asked him, "Don't you know the difference between a dime and a nickel? Don't you know a dime is worth twice as much as a nickel?"

"Sure, I know it," was the answer. "And I also know they wouldn't try me on it any more if I took the dime."

Front Seat Drivers

"Did you enjoy your vacation trip?" Mr. Tolliver's neighbor inquired.

"Very much," Mr. T. replied. "My wife did all the driving."

"Then you had a chance to enjoy the scenery."

"Yes, indeed," said Mr. T. "All I had to do was hold the wheel."

Cold Comfort

It's just as well to forget your old troubles, because there are more coming.—Anon.

Wild Living

The door of the ladies' hairdressers shop opened and in came a meek-looking little man, twisting his hat nervously in his hand.

One of the assistants approached him: "What can I have the pleasure—" she cooed.

"Er—could you spare a blonde hair for my shoulder?" he stammered. "I want to make my wife jealous."

Will Power

The ability to eat one salted peanut.

Had Me Worried

First Hunter: "Say, John, where are you?"

Second Hunter: "Right here."

First Hunter: "Are you all right?"

Second Hunter: "Yes."

First Hunter: "Then I've shot a deer."

Occupational Hazard

"How did your brother die?"

"He fell through some scaffolding."

"What was he doing?"

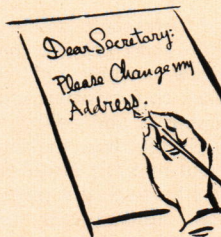
"They were hanging him."

Greener Pastures

They had just returned from a party, and the wife was slightly put out by her spouse's seeming lack of attention to her during the evening. She: "Why is it I buy a beautiful evening gown and you never even notice it, but you get bug-eyed staring at every other woman in the place?" Husband (sleepily): "Once you know what's in a package it doesn't make much difference how it's wrapped."

HELP US!!!

Just a note to your local secretary, when you're moving, will keep your magazine coming to you regularly. Don't miss important news on legislation, organization and contract negotiations which directly affect YOU and YOUR JOB! Report address changes promptly!



----- DETACH AND SEND TO YOUR LOCAL SECRETARY -----

PLEASE CHANGE MY ADDRESS!

OLD ADDRESS

Street

City Zone State

NEW ADDRESS

Name

Street

City Zone State

Not just
**THE
LAW**



...it's a matter of
LIFE or DEATH



ALASKA

HAWAII